BY ORDER OF THE COMMANDER
HILL AIR FORCE BASE

HILL AIR FORCE BASE INSTRUCTION
13-204

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Nuclear, Space Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace and Range Management.* This instruction prescribes air traffic control, flight operation procedures, and associated support for flying operations at Hill Air Force Base (AFB). This instruction applies to assigned and deployed units at Hill AFB. Refer recommended changes and questions to this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. The authorities to waive wing and unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See Air Force Instruction (AFI) 33-360, *Publications and Forms Management*, Table 1.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. Ensure records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

SUMMARY OF CHANGES

This instruction has been substantially revised and must be completely reviewed.

1. Deviation. In the interest of flying safety or when directed by an appropriate air traffic control (ATC) agency, pilots may deviate from the procedures outlined in this publication.

1.1. Violations. Violations of the Air Force flying regulations are processed IAWAFI 11-202V3, *General Flight Rules.*

1.1.1. Administration and Enforcement. The 75th Operations Support Squadron (75 OSS) Commander (75 OSS/CC) is responsible for administering and enforcing the provisions of this instruction.

1.1.2. Compliance with Directives. There is no intent to relieve personnel of their responsibility to be familiar and comply with other pertinent directives. If there is a conflict between this instruction and other directives report those conflicts immediately to 75 OSS/CC.

1.2. Airfield Operations Board (AOB). The AOB is a forum to discuss issues such as airspace, ATC procedures, Air Traffic Control and Landing Systems (ATCALS), airfield environment, airfield construction, airfield lighting, Hazardous Air Traffic Reports, Unit Effectiveness Inspection (UEI) open discrepancies and other issues pertinent to the local ATC and flying environment. This board is vital to sustaining safe flying operations at Hill AFB.

1.2.1. The AOB, chaired by the 75th Air Base Wing, Vice Commander (75 ABW/CV) or designated representative and convenes at least quarterly.

1.2.2. The board chairman appoints board members to include representation from flying organizations, tenant unit standards and evaluations, flight safety, ATC operations, communications units, airfield management, civil engineering and appropriate Federal Aviation Administration (FAA) facilities.

1.2.3. The board's success is based on the ability to discuss issues and take decisive action. Individuals attending this board must have the authority to commit their squadrons or sections to action. Therefore, the following personnel (or designated representatives) are identified as members, using authority under AFI 13-204V3, *Airfield Operations Procedures and Programs,* paragraph 4.2.2.

Table 1. AOB attendees

*75 ABW/CV	*75 OSS/OSAM	*419 FW/SEF
*388 OG/CC	*75 OSS/OSAT	75 SFS
*419 OG/CC	*75 OSS/OSC	75 LRS
*514 FLTS/CC	*75 OSS/OSM	75 ABW/CP
*75 CEG/CC	*75 OSS/OSW	299 RCS
*775 CES/CC	*388 RANS/AM	US Forestry Service
*75 OSS/CC	*75 ABW/SEF	FAA Representative
*75 OSS/OSA	*338 FW/SEF	151 ARW/OG
* 309 AMXG/CC		
NOTE: * Denotes Mandatory Members. Others are encouraged to attend.		

1.2.4. The following items shall be briefed quarterly IAW AFI 13-204V3:

1.2.4.1. Airspace (terminal, enroute and special use airspace).

1.2.4.2. ATC and flying procedures (new, revised, rescinded and seldom used).

1.2.4.3. Military and FAA concerns.

1.2.4.4. Airfield Operations Flight (AOF) Staff, Airfield Management and ATC staffing.

1.2.4.5. ATCALS.

1.2.4.6. Airfield environment.

1.2.4.7. Unit Effectiveness Inspection (UEI) open discrepancies.

1.2.4.8. Status of Airfield Driving Training Program.

1.2.4.9. Runway Intrusions and Controlled Movement Area Violations.

1.2.4.10. Hazardous Air Traffic Reports .

1.2.5. The following items shall be briefed at least annually IAW AFI 13-204V3:

1.2.5.1. Letters of Procedure (LOP) Review.

1.2.5.2. Terminal Instrument Procedures.

1.2.5.3. Air Installation Compatible Use Zone (as required or optional).

1.2.5.4. Results of annual self-inspection.

1.2.5.5. Special Interest Items.

1.2.5.6. Results of the Annual Airfield Certification and Safety Inspection and Quarterly Joint Inspection (as required).

1.2.5.7. Aircraft Parking Plan.

1.2.5.8. Status of existing airfield waivers with emphasis on temporary waivers and associated correction plans.

2. Aerodrome Information.

2.1. Airfield Operating Hours. Hill AFB aerodrome is operational 0800L to 2400L Monday through Friday and 0900L to 1700L Saturday and Sunday.

2.2. Runway 14/32.

2.2.1. The Hill AFB runway is 13,508' long and 200' wide. It is marked as an all-weather runway IAW Unified Facilities Criteria (UFC) 3-535-01, *Design Standards for Visual Air Navigation Facilities* and Engineering Technical Letter (ETL) 04-2, *Standard Airfield Pavement Marking Schemes*. The first 1,500' of Runway (RWY) 14 and RWY 32 are grooved concrete. The 1,000' overruns at either end have a double bituminous surface treatment. The north and south overruns are weight bearing for light vehicles only. The runway gradient is plus or minus one tenth of one percent. The runway slopes from 4,783' Mean Sea Level (MSL) at the north end; to 4,789' MSL at midfield; to 4,780 feet MSL at the south end.

2.2.2. Aircraft Arresting Systems. Approach and departure end Barrier Arresting Kit (BAK)-12 and BAK-14 systems are in place on Runway 14/32. The BAK-12 systems, 2" high bidirectional cable hook systems and are 2574' from the approach end of RWY 14 and 2592' from the approach end of RWY 32. The BAK-14 systems, 2" high, bidirectional, remotely controlled cable hook systems and are 1250' from the approach end of RWY 14 and 1258' from the approach end of RWY 32. **NOTE:** Refer to the Instrument Flight Rules (IFR) Supplement for additional information on the standard configuration of Hill AFB aircraft arresting systems.

2.2.3. Heat Deterioration. To preclude heat and blast deterioration, aircraft are not issued clearance to "line up and wait" on the asphalt portions of the runway when the temperature exceeds 90^{o} F. Aircraft are not allowed to remain stationary on these asphalt portions of the runway. Aircraft requiring vertical takeoff and landing shall not position rear thrust directors downward toward any asphalt portion of the runway.

2.2.4. Aircraft Turns on Runway. To preclude abrasions and deterioration of the surface, C-130 or larger aircraft are not allowed to make 180° turns on the asphalt portions of the runway.

2.2.5. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) values are determined by Airfield Management and disseminated through Airfield Management Operations (AMOPS). When runway braking action reports are received from pilots or AMOPS which include the terms "fair," "poor," "nil," or whenever weather conditions

are conducive to deteriorating or rapidly changing runway conditions, include on the Automated Terminal Information Service (ATIS) broadcast the statement "Braking Action Advisories are in effect".

2.3. Standard Runway Distance Markers. Markers are located every 1,000’ along the length of the runway and 75’ from the white side stripes of the runway. The distance markers are lighted and indicate remaining distance in thousands of feet.

2.4. Taxiways.

2.4.1. Taxiway Lettering. Taxiways are lettered from north to south as shown in **Attachment 2**. All taxiways are 75’ wide with 25’ shoulders except all of Taxiways Charlie, Delta and Echo which have 50’ shoulders. The Alert Taxiway is 50’ wide and has 50’ shoulders.

2.5. Airfield Lighting.

2.5.1. Operation of Lights. Operational control of airfield lighting systems is the responsibility of the ATC Tower Facility. The lights are operated IAW FAA JO 7110.65, *Air Traffic Control*.

2.5.2. Airport Beacon. The airport beacon is located on top of Building 225, which is the hangar located approximately midfield, 1,600’ west of RWY14/32. The airport beacon is lit when the airfield is open during hours of darkness and during daylight hours when the reported ceiling or visibility is below Visual Flight Rules (VFR) minimums.

2.5.3. RWY and Taxiway Lights. Standard blue lights are on the taxiways and standard white lights are on the runway.

2.5.3.1. RWY 14 lighting consists of high intensity runway lights (HIRL); US Standard Approach Light System (ALSF-2), 2,422’ long with sequence flashing lights, flush mounted threshold lights, and Runway End Identifier Lights (REIL). RWY 32 has HIRL, REIL, threshold lights, and an Omni-Directional Approach Lighting System (ODALS), non-standard.

2.5.3.1.1. The ATC Tower Facility is responsible for the control of the runway critical area lights (wig wags).

2.5.3.2. Runway lights. To provide current runway visual range (RVR) information the runway lights are normally turned on no later than 10 minutes prior to a scheduled aircraft arrival or departure during daylight hours when the prevailing visibility is one mile or less. Precision Approach Path Indicator (PAPI) lights are located on the left side of RWY 14/32.

2.5.3.3. Operation of the airfield lighting system may be reduced as a part of the base-wide energy conservation program. After the completion of scheduled tenant unit flying operations, airfield lighting is turned off between sunset and sunrise except in the interest of safety or when operations require use (i.e., aircraft arrivals and departures, airfield lighting checks and snow removal operations).

2.5.3.3.1. Arriving aircraft. Lights are turned on before an IFR aircraft begins their final approach or a VFR aircraft enters the Class Delta (D) airspace. For landing aircraft, runway lights remain on until the aircraft is off the runway.

Taxiway lights shall remain on until the aircraft is in parking.

2.5.3.3.2. Departing aircraft. Lights are turned on before an aircraft taxies for takeoff and remain on until the aircraft has left the Class D airspace.

2.5.3.4. In the event the Hill AFB Tower is closed and airfield lighting is needed for snow removal operations Snow 1 (snow removal) coordinates with AMOPS for activation of the runway edge lights (step 2 only) and taxiway lights. Snow removal personnel may activate required lights for snow removal operations outside airfield operating hours.

2.5.3.5. ODALS, located at the approach end of RWY 32, consist of five strobe lights mounted on the top of elevated poles. The first light (pole) begins in the overrun of RWY 32 and is elevated 1'. The next four lights, spaced at 300' intervals are aligned with the runway centerline. The last light is 234' from the preceding light and is mounted on a pole 31' above ground level (AGL). The light tower height slopes at a 1.15^{o} angle and extends through the overrun from the threshold to the last tower. The ODALS are turned on regardless of weather, whenever there is an aircraft executing an approach to RWY 32.

2.5.3.6. If the Tower is evacuated, closed or unable to operate, AMOPS assumes responsibility for operation of the airfield lighting system.

2.5.3.7. In the event of approach lighting system failure, AMOPS sends out a Notice to Airmen (NOTAM) and Tower will place an advisory on the ATIS. NO-LIGHT minima are published in the Flight Information Publications (FLIPs) for Hill AFB.

2.6. Tactical Air Navigation (TACAN) Check Points.

2.6.1. North End of Runway (NEOR). Hill TACAN (HIF) 304 Radial at 1.5 Distance Measuring Equipment (DME).

2.6.2. South End of Runway (SEOR). HIF 167 Radial at 0.8 DME.

2.7. Hot Pit Refueling Areas. The following areas are authorized for hot pit refueling:

2.7.1. South Ramp. Row S, parking spots 5 through 13.

2.7.2. 388th Fighter Wing (388 FW) aircraft ramp area. Row Alpha, parking spots 1 thru 12 and Aircraft Sunshade.

2.7.2.1. Aircraft Sunshade. Obstruction Waiver Procedures for F-35A&B Aircraft Under the Aircraft Sunshades on 388 FW Ramp.

2.7.2.1.1. The current sunshade configuration does not provide the minimum 10' wingtip clearances required for F-35A/B aircraft. The distance across the sunshades from the inside support poles are only 53'4". This results in a wingtip clearance of 9'2" on each side of the aircraft (10" short of the 10' wingtip clearance required). Use of the Sunshades is only authorized with implementation of the following safety measures:

2.7.2.1.1.1. When towing into or out of the sunshades wing walkers are required IAW AFI 11-218, AFMCSUP, Table 1.3., A*ircraft Operations and Movement on*

the Ground. The towing supervisor shall ensure there is sufficient clearance. A minimum of three personnel are required to perform the towing operation. Centerlines are lighted during times of darkness or reduced visibility.

2.7.2.1.1.2. When taxiing into or out of the sunshades, the aircraft wing walkers visually ensure clearance is IAW AFI 11-218, AFMCSUP, Table 1.2. Centerlines are lighted during times of darkness or reduced visibility.

2.7.3. Hot Pads 6 and 7.

2.8. Runway Selection and Change Procedures.

2.8.1. The Tower Watch Supervisor is responsible for selecting the active runway. Hill AFB Tower coordinates with the Supervisor of Flying (SOF) in the tower, Clover Control and Salt Lake Approach Control (TRACON) prior to changing the runway in use. Hill AFB Tower advises AMOPS, SOF, TRACON, Clover Control and 75th Operations Support Squadron Weather (75 OSS/OSW) when the runway change is complete. AMOPS informs Hill Command Post (HCP) of runway changes.

2.8.1.1. RWY 14 is the primary instrument runway and is normally used with a tailwind component of 10 knots or less.

2.8.1.2. When a tailwind component of more than 10 knots is present on RWY14 the active runway is changed to RWY 32 at the discretion of the Tower Watch Supervisor in coordination with the 388 FW and 419th Fighter Wing (419 FW) SOFs, if on duty.

2.8.1.2.1. When the winds favor RWY 32 or when weather conditions are below the lowest circling minima, RWY 14 may be used at the pilot's request. Tower advises the pilot of aircraft arresting cable status.

2.8.1.2.2. RWY 14 may be used whenever the pilot or SOF requests a precision approach in IFR conditions (regardless of tail wind component), traffic permitting.

2.8.2. Aircraft Arresting Systems (AAS) reconfiguration procedures.

2.8.2.1. Once notified by Tower of the runway change, AMOPS coordinates with Civil Engineering Power Production Flight (75 CES/CEOIP) during duty hours, or Fire and Emergency Services Flight (775 CES/CEF) after duty hours for cable reconfiguration.

2.8.2.1.1. If traffic does not permit cable reconfiguration, Tower advises AMOPS of the projected time to initiate reconfiguration to the new runway.

2.8.2.2. AMOPS personnel (Airfield 3) and barrier maintenance crews advise Tower when in position (holding short of runway) and are ready to proceed with cable reconfiguration. Traffic permitting, Tower provides runway access.

2.8.2.2.1. Airfield 3 suspends runway operations as necessary to complete reconfiguration at the end of each runway. Reconfiguration may take 10-15 minutes for each end of the runway. **NOTE:** Once Airfield 3 suspends runway operations, only Airfield 3 can resume runway operations.

2.8.2.2.2. During this time aircraft in the Hill AFB traffic patterns can expect

restricted low approaches at or above 500' AGL. Tower advises personnel on the runway of all arriving aircraft conducting restricted low approaches. **NOTE:** Landing aircraft have priority over cable reconfiguration. If an aircraft is unable to conduct a restricted low approach and must land, Tower removes all personnel and equipment from the runway. Airfield 3 then resumes runway operations and the pilot is given the option to land the aircraft under current conditions. Air Traffic Controllers advise aircraft of any loose cables (a properly tensioned cable not tied down is not considered a loose cable).

2.8.2.3. Normal sequence for cable reconfiguration is:

2.8.2.3.1. Tower raises the BAK-14 at the departure end of the runway in use.

2.8.2.3.2. Removal of BAK-12 from the approach end of the runway in use.

2.8.2.3.3. Installation of BAK-12 at the departure end of the runway in use.

2.8.2.3.4. Tower lowers the BAK-14 at the departure end of the runway in use. **NOTE:** Refer to the IFR Supplement for type, location and standard configuration of Hill AFB aircraft arresting systems.

2.9. Airspace Definitions.

2.9.1. Airspace extending upward from the surface up to, but not including 7,800' within a 4.6-mile radius of Hill AFB, excluding the airspace north of a line beginning at a point where the Ogden-Hinkley Airport 216 degree radial intersects the Hill AFB 4.6-mile radius, thence counter-clockwise along the 4.6-mile radius to the point where the Ogden-Hinkley Airport 99 degree radial intersects the Hill AFB 4.6-mile radius, thence northwest to Latitude 41.10.56 N., Longitude 111.59.19 W.; to Latitude 41.10.21 N, Longitude 112.00.55 W., to the point of beginning. (**see Attachment 3**)

2.9.2. Hill AFB Tower is responsible for control of all IFR and VFR traffic in the published Hill AFB Class D Airspace.

2.9.3. Ogden Control Tower. The Ogden-Hinckley Municipal Airport, which has an operational control tower, is located 4.5 nautical miles (NM) north of Hill AFB. Ogden Tower is responsible for controlling all VFR traffic within the Ogden Class D Airspace, excluding the portion that lies south of the common coordination boundary line. Close coordination is maintained between these ATC agencies.

2.9.4. Common Coordination Area Boundary Line. A line beginning at a point where the western portion of the Ogden airport and Hill AFB Aerodrome Class D Airspace boundaries intersect; then east-northeast along the common Class D Airspace boundary to Interstate 15 (I15); then northeast to a point where an east/west line overlying 40th Street intersects Riverdale Road; then east along the line overlying 40th Street to the Hill AFB Class D Airspace boundary (**see Attachment 3**). **NOTE:** The Dee Events Center, which is visible from Ogden and Hill AFB Towers, is a suitable landmark for the common coordination boundary line.

2.9.5. Hill Arrival Corridor (HAC). The HAC is defined as the airspace within the Ogden Class D airspace at and above 5,700' MSL and is delegated to TRACON for transition of aircraft over Ogden to Hill AFB. The HAC is bounded on the east by a line one-half (1/2) mile east and parallel to the Instrument Landing System (ILS) RWY14

Localizer centerline (R-318); on the north by Ogden Class D airspace boundary; on the west by a line one-half (1/2) mile west and parallel to the HIF 311 radial; and on the south by a line overlying Riverdale Road (**see Attachment 4**.

2.10. Air Traffic Control Frequencies.

2.10.1. Hill AFB Tower VHF 127.15/UHF 263.15; Ground Control VHF 121.6/ UHF 275.8; ATIS VHF 134.925/UHF 397.9. NOTE: All other frequencies may be obtained from the IFR Supplement. The ATIS will be operational at all times when the tower is open.

2.11. Airfield and Flight Services Available. Reference General Planning Guide, IFR Supplement or Hill AFB AMOPS for more information on airfield and flight services available, to include Transient Alert (TA) services, facilities and operating hours.

2.12. Airfield Controlled Movement Area (CMA) Vehicle and Pedestrian Operations. All flight line wheeled vehicles and pedestrian operations will be IAW HAFBI 13-213, *Airfield Driving*.

2.13. Flight-Line Attire and Smoking Policy.

2.13.1. Individuals shall secure all loose articles prior to entering the flight line area, to include hats, writing instruments, line badges etc. **NOTE:** Line badges must remain properly displayed.

2.13.1.1. Wear of hats on the flight line. Aircrew flight hats, baseball type caps, or other head gear not specifically required by an applicable Technical Order to be worn during aircraft ground and servicing operations are not worn on the airfield, aircraft parking ramps, or arming or de-arming areas. During inclement weather cold weather hats, "Watch Caps", may be worn if fitted securely to the head. Caps with ear flaps must be secured by a strap or cord to the head (a headset or ear defenders placed over the cap does not constitute a secure means). Hats with metal snaps, fasteners, and vents are not worn. "Head Sock" style attire may be worn as long as it is pulled down around the neck to meet the requirement of being physically secured. Exposed hoods firmly attached to coats, jackets, field jackets, parkas, gortex, and rain gear are worn IAW local safety supplemental guidance when within 50' of an aircraft with running engines. Security personnel carrying firearms are authorized to wear helmets with chinstraps secured in the aforementioned areas, but must remove the helmets when within 50' of an aircraft with running engines. Construction personnel must maintain the maximum allowable distance from aircraft without impeding production and increase vigilance and precautionary measures to restrain hardhats to the head when working on the airfield.

2.13.2. Smoking is prohibited on the flight line in other than designated areas.

2.14. Waivers to Airfield and Airspace Criteria. Waivers are submitted through 75th Operations Support Squadron, Airfield Management Operations (75 OSS/OSAM) IAW AFI 13-204V1-3IC1.

2.15. Photography. Photographs are not permitted on the flight line unless prior authorization is obtained IAW HAFBI 35-102, *Flight Line Photography Control*. Unauthorized photographs and equipment are subject to confiscation.

2.16. Airfield inspections and checks.

2.16.1. AMOPS conducts an airfield inspection prior to opening the airfield, at the beginning of each shift change and conducts an airfield check prior to the first local takeoff (may be included with airfield inspection).

2.17. Snow and ice removal operations.

2.17.1. Snow removal priorities are reviewed and established on an annual basis during the Snow and Ice Committee Meeting (normally held during Spring and Fall timeframes).

2.17.1.1. Snow removal operations are conducted IAW Hill AFB Snow and Ice Control Plan.

2.17.1.2. During snow removal operations, SNOW 1, (snow removal supervisor) is the only snow removal control communicating with Tower on the Tower Net. Other snow removal vehicles communicate on the AMOPS Trunking Network (AMOPS Net).

2.18. Airfield sweeper operations.

2.18.1. Airfield sweeper support may be obtained by contacting AMOPS. Airfield sweeper monitors the Tower Net when inside the radio monitoring area. When outside the radio monitoring area the airfield sweeper monitors the AMOPS Net.

3. Flight Planning, Ground Operations, Departures, Arrivals, and Noise Abatement.

3.1. Aircrew information.

3.1.1. AMOPS briefs transient aircraft commanders on aerodrome hazards, status of navigational aids (NAVAIDS), noise abatement, bird watch conditions and hazards, and rescue and fire-fighting capability. Hill-based flying units develop their own briefing procedures to ensure aircrews are advised of airfield status and applicable Airfield Operations Instruction requirements to include reduced same runway separation (RSRS) standards IAW AFI 13-204V3 AFMC SUP_I. As required, aircrew carrying dangerous cargo are briefed on AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials,* by AMOPS.

3.1.2. When requested by the SOF, Tower shall put alternate airfield status on the ATIS.

3.1.3. NOTAM. AMOPS is the designated NOTAM Dispatch Facility. Tower is the designated NOTAM monitoring facility. AMOPS provides predetermined NOTAMs to the Tower for ATIS broadcast. Additionally, base agencies may obtain NOTAM information by calling AMOPS or by using the Defense Internet NOTAM Service website (**https://www.notams.jcs.mil**). **NOTE:** AMOPS also receives NOTAMs from Clover Control, Utah Test and Training Range (UTTR) and Thiokol (when flare activity is planned).

3.1.4. Weather Forecasting. A complete weather brief is available at AMOPS from 75 OSS/OSW base weather station (Building 1). Additionally, a weather briefing may be obtained via telephone (DSN 777-2018) or on the Hill net (**https://hillnet.hill.af.mil**). In the event 75 OSS/OSW is closed, a weather briefing may be obtained from the Davis-Monthan AFB hub (DSN 228-7647).

3.1.5. Storage of classified materials. Aircrew may coordinate for storage of classified material at the HCP. AMOPS can coordinate transportation to HCP.

3.2. Flight planning responsibilities.

3.2.1. Letter of Agreement (LOA). The Inter-facility Coordination and Operating Procedures LOA prescribe special IFR ATC responsibilities applicable to the FAA, base tenant units, Clover Control, and 75 OSS. Included are stereo departure, arrival, enroute, hung ordnance, radio failure and emergency procedures.

3.2.2. Departing aircraft. Aircraft departing Hill AFB must file either an IFR or VFR flight plan with AMOPS IAW FLIP, GP and AFI 11-202V3, *General Flight Rules.* The IFR flight plan is used to the maximum extent possible.

3.2.2.1. Aircrew is encouraged to check the Avian Hazard Advisory System and Bird Avoidance Model for the latest enroute, departure and arrival location bird activity. Computers for transient aircrew are available in AMOPS.

3.2.3. General. Transient aircraft and tenant unit cross-country flight plans originating from Hill AFB are entered by AMOPS. Flight plans filed by Major Command (MAJCOM) Flight Planning Cell or Civilian Airline operations are accepted as long as a copy is on file at AMOPS IAW Air Force RDS, Table 13-07, Rule 3.00. Filing directly with the FAA via a Flight Service Station is not permitted. **NOTE:** Tenant units and temporary duty (TDY) units officially hosted by a tenant unit may file by faxing a Department of Defense (DD) Form 175, *Military Flight Plan*, or DD Form 1801, *International Flight Plan, DOD,* to AMOPS as long as the original flight plan is kept on file with the hosting unit IAW Air Force RDS, Table 13-07, Rule 3.00. Confirmation of receipt must be made with AMOPS.

3.2.3.1. Transient aircraft must submit and receive a prior permission required (PPR) authorization prior to departing their last station. Aircraft without a PPR are required to contact AMOPS on pilot-to-dispatch frequency (372.2 UHF/134.75 VHF) and receive a PPR prior to being granted landing clearance.

3.2.3.2. Locally assigned aircraft returning to Hill AFB during the local 388 FW and 419 FW flying window and after coordination with their Squadron Ops do not require a PPR. Outside the local 388 FW and 419 FW flying window locally assigned aircraft returning to base must receive a PPR.

3.2.3.3. Local flight plans. Tenant units and deployed units hosted by tenant units are authorized to submit flight plan information to AMOPS for local stereo flight plans IAW Hill AFB Instruction 10-401, *Support of Units Deployed to Hill AFB*. The flight plan is called or faxed (flying unit must have LOA on file with AMOPS) at least one hour before estimated time of departure and comply with the following:

3.2.3.1.1. Flight must originate from Hill AFB.

3.2.3.1.2. If an aircraft has diverted to Michael Army Airfield (MAAF), Salt Lake City (SLC) Air National Guard, or Wendover and the departure base operations is closed when the pilot returns for pick up, the pilot may fax the DD Form 175, *Military Flight Plan* to Hill AFB AMOPS.

3.2.3.1.3. Aircraft commanders and flight leads must be available to answer any

questions AMOPS may have concerning the flight plan.

3.2.3.1.4. Flight plans must be filled out IAW FLIP GP Guide. Any corrections to the flight plan must be passed to AMOPS.

3.2.3.1.5. Flight plans are maintained on file in the flying squadron to which the aircrew(s) is/are assigned IAW Air Force RDS, Table 13-07, Rule 3.00.

3.2.3.1.6. Stereo Routes. The aircraft commander or flight lead notifies Tower if departing on a stereo flight plan under VFR. All VFR departures, unless otherwise indicated to Tower, follow the stereo ground track while remaining outside of the Class B airspace unless approval is obtained from SLC TRACON. **NOTE:** AMOPS files the flight clearance into the FAA Flight Planning System and notifies the applicable flying unit when the DD Form 175/1801 is accepted or if any corrections to the flight plan are required.

3.2.3.2. Alert, Scramble, Exercise Flight Plans. Copies of pre-approved flight plans for alert, scramble and exercise missions are maintained by AMOPS. Tenant units must contact AMOPS when one of the pre-approved flight plans is issued. The original flight plan for each mission must be kept on file at the unit IAW Air Force RDS, Table 13-07, Rule 3.00.

3.2.3.3. Procedures.

3.2.3.3.1. AMOPS:

3.2.3.3.2. Receives all information from units via approved methods in paragraph 3.2.3., and coordinates with appropriate agencies.

3.2.3.3.3. Provides selected NOTAMs to base agencies when requested.

3.2.3.4. Entering flight plans. AMOPS has the primary responsibility for entering flight plans into the FAA Flight Planning System. Hill AFB Tower may enter stereo flight plans on a workload-permitting basis provided coordination was completed with AMOPS.

3.2.3.4.1. When advised by Tower their flight data system is inoperative, AMOPS forwards flight plan information on all inbound and outbound aircraft to the Tower. AMOPS also advises Tower if aircraft are programmed depot maintenance (PDM) delivery. This applies to all flight plans (IFR/VFR).

3.3. Ground operations.

3.3.1. Ground Control (GC). Aircraft shall monitor Hill AFB GC Frequency during ground operations from initial engine start to shut-down. Fighter aircraft may switch to their squadron operations frequencies after engine start but must monitor Guard frequency (243.0) at all times.

3.3.1.1. Before taxiing to runway, pilots of all aircraft contact GC to indicate their intentions and receive taxi clearance. GC does not permit aircraft to taxi until verification of a filed flight plan was made with AMOPS. Before taxiing to parking, aircraft contact GC, indicate their intentions, and wait for taxi clearance upon exiting the runway.

3.3.1.1.1. GC may confirm with the SOF, a local aircraft is authorized to taxi, but the aircraft is not cleared for takeoff without a flight plan on file with AMOPS. Forestry Service aircraft are allowed to perform engine run-ups and reposition on the Forestry Service portion of the Alert Ramp during firefighting operations without prior coordination with AMOPS. **NOTE:** Tower may verify flight plans through Air Traffic Logging Automated System.

3.3.1.2. Ice Foreign Object Debris (FOD) Procedures. When Ice FOD monitors are required, the number of F-16 aircraft in the NEOR is limited to eight and the SEOR to seven. If more monitored spots are available, the SOF advises the Tower Watch Supervisor or Senior Controller. Tower in coordination with SOF may allow additional F-16 aircraft to taxi even when a monitored spot is unavailable at the respective End of Runway (EOR). F-16 aircraft are not given instructions to "line up and wait" or "hold short" of the runway unless no delay is expected.

3.3.2. 388 FW Command and Control. To assist the 388 FW in their command and control, Tower notifies the 388th Operations Group (388 OG), via the HCP, if the SOF is not in the tower 30 minutes prior to a proposed departure. Notification procedures are accomplished in the following sequence: **NOTE:** Unless otherwise notified these procedures shall not apply during weekend flying.

3.3.2.1. Notify the HCP if the SOF is not in the Tower and request HCP contact the 388 OG. Notify flights prior to taxi that a SOF is not in the Tower.

3.3.2.2. Provide a blanket broadcast on GC and Tower frequencies after the SOF is on duty in the Tower.

3.3.3. Aircraft clearance. To reduce the potential for violations of aircraft and vehicular traffic clearance criteria at the north side of Building 1, TA and GC ensure:

3.3.3.1. Aircraft taxiing with the intent to park on the North Ramp are marshaled or have a "follow me" vehicle to direct the aircraft to its parking spot.

3.3.4. Vehicles towing aircraft on any taxiway contact GC for permission prior to moving the aircraft. Vehicles towing aircraft maintain the required distance of 25; from any obstacle or obstruction.

3.3.5. To reduce FOD potential, aircraft are requested to taxi at the minimum power setting required for taxi operations. "Heavy" aircraft are requested to taxi with outboard engines off or at idle, if able.

3.4. Local aircraft priorities. Aircraft priorities are IAW FAA JO 7110.65, *Air Traffic Control* followed by local aircraft priorities approved by the 75 ABW/CC. The following preferential handling is used when feasible:

3.4.1. Aircraft in distress (emergencies).

3.4.2. Active scrambles.

3.4.3. Life Guard (civilian air ambulance or military air evacuation when operational priority is requested).

3.4.4. United States Forest Service (USFS) fire-fighting aircraft attempting to save human life or critical structures.

3.4.5. Search and rescue (when performing a search and rescue mission).

3.4.6. Presidential aircraft and entourage (includes President, Vice-President or any other public figures when designated by the White House).

3.4.7. Flight check.

3.4.8. Zoom departures.

3.4.9. Distinguished visitor arrivals and departures.

3.4.10. F-16 Demonstration (DEMO) departures.

3.4.11. Arrivals (aircraft only receive priority on first approach).

3.4.12. Controlled departures.

3.4.13. Scheduled range times.

3.4.14. Other departures.

3.4.15. Practice approaches. **NOTE:** The Tower Watch Supervisor may amend the preferential handling of assigned aircraft to meet mission requirements. Aircraft on their first penetration and approach are given priority over aircraft flying multiple practice approaches.

3.5. Departures.

3.5.1. RWY 14 IFR departures depart on a Fremont1 Departure. Stereo flight plans utilize the DEVLN, FALCN or ZOOM departures.

3.5.2. RWY 32 IFR departures depart on a Willard1 Departure. Stereo flight plans utilize the DEVLN, FALCN or ZOOM departures.

3.5.3. Protection of the 360^{o} Overhead Pattern. Aircraft departing or performing a go around, missed approach or low approach do not climb above 6,300' MSL until beyond the departure end of the runway. If the overhead pattern is active, Tower advises transient aircraft of the departure restriction.

3.5.4. VFR departures. Aircraft departing VFR and desiring flight following make their request through Hill AFB GC prior to departure.

3.5.5. Intersection departures. Intersection departures are authorized with the following exceptions:

3.5.5.1. RWY 14. Not authorized from taxiway Golf.

3.5.5.2. RWY 32. Not authorized from taxiway Charlie.

3.5.6. 388 FW, 419 FW and 514th Flight Test Squadron (514 FLTS) departures. 388 FW, 419 FW and 514 FLTS aircraft normally take off using standard stereo departures or radar vectors. ZOOM departures are assigned a single radio frequency for duration of the ZOOM. This frequency is at the direction of SLC TRACON.

3.5.7. To aid SLC TRACON in positive radar identification of aircraft in nonstandard formation departures, the following applies:

3.5.7.1. The flight lead squawks the transponder code assigned with the flight plan clearance.

3.5.7.2. Remaining aircraft squawk 510X, where X defines the position of that aircraft in the flight. Aircraft other than the flight lead shall stop squawk once established within a standard formation.

3.5.8. Departing flights. Flights departing together with another flight do not invoke Military Assumes Responsibility for Separation of Aircraft (MARSA), which will not be approved by Tower. For flights departing as a non-standard formation with another flight the following rules apply:

3.5.8.1. Each flight within the formation squawks the transponder code assigned with aircraft clearance.

3.5.9. Wingman. Wingman terminate the procedures outlined above after a rejoin to standard formation or reaching HIF R250 at 20 DME, whichever occurs first. Flight leads continue to squawk the assigned ATC codes unless reassigned a new squawk by Clover Control.

3.6. Opposite direction traffic.

3.6.1. Coordination for opposite direction operations shall include the phrase, "opposite direction departure or arrival, runway (number)".

3.6.2. Opposite direction operations are approved when an operational necessity exists (traffic permitting).

3.6.3. Unless Tower applies visual separation criteria the following separation standards for opposite direction operations shall be used IFR/IFR, VFR/VFR, or IFR/VFR.

3.6.3.1. Arrival versus arrival. The succeeding aircraft will be no closer than a 10 mile final until the preceding aircraft passes the landing threshold.

3.6.3.2. Departure or low approach versus arrival. A departing or low approach aircraft must be airborne and turned to a 45 offset heading prior to the arriving aircraft reaching a point no closer than 10 mile final.

3.6.3.3. Aircraft in the VFR traffic pattern do not turn base until departing IFR/VFR aircraft are airborne and beyond the VFR pattern base leg.

3.6.4. At the discretion of the Tower Watch Supervisor opposite direction operations may be discontinued if the normal flow of air traffic is disrupted.

3.7. Noise Abatement. Hill AFB VFR departures and traffic pattern procedures are established as a noise abatement measure. Pilots avoid flying over densely populated areas, schools, churches, and public buildings to the maximum extent practical and consistent with safety and mission requirements. On departure pilots climb to assigned and published altitudes as rapidly as possible. After passing the end of the runway at or above 5,200' MSL, pilots climb as rapidly as ATC guidance and aircraft performance permit. During a VFR approach, highest altitude is held as long as possible prior to final descent to the runway. Transient aircraft are restricted to full stops only on weekends, holidays and between the hours of 1700L and 0800L, unless previously coordinated and approved by 75 OSS/OSA.

For the purpose of noise abatement, the 151st Air Refueling Wing (151 ARW) and Weapons Systems Evaluation Program (WSEP) aircraft are considered Hill AFB aircraft.

3.8. Airfield quiet hours.

3.8.1. Approval. The implementation of airfield quiet hours affects many organizations, operations, and processes at Hill AFB spanning several major commands. Therefore, the event or ceremony coordinator must give careful consideration to the need and appropriateness of executing an airfield quiet hour request to ensure airfield quiet hours are kept to an absolute minimum. Three types of quiet hours are established at Hill AFB, night, day, full and modified quiet hours; all must be approved by the 75 ABW/CC.

3.8.1.1. Night quiet hours. Night quiet hours are pre-approved and in effect from 2200L to 0600L. The overhead pattern is closed during this time and only scheduled full-stop landings, departures, engine runs and necessary taxi operations are authorized during night quiet hours. Aircraft are not authorized to conduct practice instrument approaches or VFR pattern work. **EXCEPTION:** Hill AFB aircraft may conduct scheduled local flying training past the onset of night quiet hours. Transient aircraft may conduct practice approaches, during Hill AFB scheduled local flying past night quiet hours, on a non-interference basis and must terminate operations upon completion of Hill AFB aircraft flying training. The 151ARW and WSEP aircraft are considered Hill AFB aircraft. Their flying schedules are considered part of the local flying schedule. Other flight operations during night quiet hours require approval of the
75 OSS/CC.

3.8.1.2. Day quiet hours. Two types of day quiet hours may be imposed from 0600L to 2200L for special events such as change of command ceremonies, etc.

3.8.1.2.1. Full quiet hours. There is no activity on the airfield. Full-stop landings and departures are not authorized. Aircraft are not authorized to be towed, taxied, conduct engine runs or practice instrument approaches or VFR pattern work. No vehicular movement of any kind is authorized on the airfield and no noise-producing equipment is operated.

3.8.1.2.2. Modified quiet hours. Only full-stop landings, limited taxi operations and engine runs are authorized depending on location of quiet hour event. Aircraft are not authorized to conduct practice instrument approaches or VFR pattern work.

3.8.2. The 75 OSS/OSA is the OPR for staffing and tasking of airfield quiet hours. The requesting unit is responsible for submitting the request letter at least 20 duty days prior to the event. Prior to submitting a quiet hour request to the 75 ABW/CC the requesting unit must coordinate with 388th Operations Support Squadron (OSS), 419th Operations Support Flight
(OSF), 514th Flight Test Squadron (FLTS), WSEP, 309th Aircraft Maintenance Group Maintenance Control and all other units affected by the request.

3.8.3. Upon 75 ABW/CC approval of quiet hours, 75 OSS/OSA notifies locally assigned units and posts a local NOTAM. Only the requesting unit may terminate early or cancel a previously scheduled quiet hour event by calling AMOPS. Changes to previously

approved quiet hours requests must be accomplished as per this section. Documentation is maintained by 75 OSS/OSA IAW Air Force RDS, Table 13-07, Rule 3.00.

3.9. RSRS Standards. IAW AFI 13-204V3 AFMC SUP_1 RSRS standards (i.e., less than FAAO JO 7110.65, *Air Traffic Control*, standard separation) apply to AFMC assigned aircraft as well as aircraft assigned to:

3.9.1. Air Combat Command (ACC).

3.9.2. Air Education and Training Command (AETC).

3.9.3. Air Force Global Strike Command (AFGSC).

3.9.4. Air Mobility Command (AMC).

3.9.5. Air Force Reserve Command (AFRC).

3.9.6. Air National Guard (ANG).

3.9.7. Air Force Special Operations Command (AFSOC).

3.9.8. US Air Forces in Europe (USAFE).

3.9.9. Pacific Air Forces (PACAF).

3.10. Conditions for application of RSRS Standards.

3.10.1. Air traffic controllers must be able to see the aircraft involved to determine distances by reference to suitable landmarks (i.e., distance markers and taxiways) for daytime and nighttime operations.

3.10.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases appropriate separation standard published in FAA JO 7110.65, *Air Traffic Control* shall apply.

3.10.3. Controllers must provide appropriate traffic advisories to aircraft involved.

3.10.4. Aircraft do not overfly aircraft on the runway. Responsibility for separation of aircraft rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft.

3.10.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases. When operating IFR or under ATC instructions controllers must ensure standard wake turbulence separation exists.

3.10.6. “Same aircraft” means same airframe (i.e., F-15 behind F-15, T-38 behind T-38/AT-38, H/KR-35 behind H/KR-35).

3.10.7. All other fighter and trainer type operations, not the same airframe (i.e., F-15 behind F-16, F-16 behind A-10).

3.10.8. Non-heavy, non-fighter-type aircraft operations mean C-130, C-12 and B-737.

3.10.9. RSRS between formation full stops (holding hands) are authorized provided involved aircraft are the same type aircraft (i.e., all F-15s, all F-16s). Separation is

measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

3.11. Non-applicability of RSRS. RSRS separation standards do not apply:

3.11.1. To any situation involving an emergency aircraft.

3.11.2. To touch-and-go behind full stop.

3.11.3. To low approach behind a touch-and-go.

3.11.4. To "heavy" aircraft (capable of takeoff weights of more than 255,000 pounds) other than a full stop following a full stop.

3.11.5. When RCR is less than 12 (ANG RCR less than 20) or braking action of less than "Fair" is reported.

3.11.6. Controllers consider formation flights to be a single aircraft and do not apply RSRS standards between aircraft within the same formation. Separation between aircraft within the formation is the responsibility of the flight leader and the pilots of the other aircraft in the flight (FAA JO 7110.65, *Pilot/Controller Glossary*).

Table 2. Daytime RSRS Standards

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same Fighter-Type	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Same Trainer-Type or T-37 Behind T-1/T-38 Aircraft	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Dissimilar Fighter/Trainer-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Non-Heavy, Tactical Airlift Type (i.e., C-130's)	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Same-Type Aircraft Formations	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Type Heavy, FS Only	*	*	*	8,000'	*	*	*

Table 3. Nighttime RSRS Standards (After Civil Twilight)

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same Fighter-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Trainer-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Dissimilar Fighter/Trainer-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Non-Heavy, Tactical Airlift Type (i.e., C-130's)	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same-Type Aircraft Formations	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Type Heavy, FS Only	*	*	*	8,000'	*	*	*

NOTE: Standard FAA JO 7110.65, *Air Traffic Control*, separation is applied.

3.12. ILS and multiple approaches.

3.12.1. ILS approaches are not available when any portion of the approach end of RWY 14 is closed.

3.12.1.1. 514 FLTS ILS Equipment Checks on Functional Check Flight (FCF) /Operational Check Flight (OCF) sorties. If any portion of the approach end of RWY 14 is closed or men or equipment are in the localizer or glide-slope critical areas, rendering that equipment out of service, 514 FLTS aircrew may request, traffic permitting, the localize or glide-slope equipment be turned on purely to check aircraft equipment reception during VFR conditions to complete required check profiles. Aircrew may also request an opposite direction ILS equipment check when RWY 32 is in use and will be accommodated, traffic permitting. The ILS equipment is not utilized for course guidance during this check. The terminology "Request ILS for Equipment Check" is used with Tower. Termination of the equipment check due to traffic is at the discretion of the Tower Watch Supervisor. Upon completion of the check, aircrew use the terminology "Equipment Check Complete" at which time Tower turns off pertinent equipment and re-sequence traffic as necessary.

3.12.2. Multiple approaches may be conducted, traffic permitting, after coordinating with SLC TRACON.

3.13. Go-Around or missed approach procedures.

3.13.1. For RWY 14 operations the Tower issues "*execute Layton climb-out*" for base assigned aircraft or read the instructions for non-base assigned aircraft on the go.

3.13.1.1. Layton climb-out: Track heading 139 until 0.8 DME. Turn right heading 290, remain within 5.7 DME until passing a heading greater than 256. Cross 0.8 DME at or below 6,300'. Climb and maintain 6,500'.

3.13.1.2. Riverdale climb-out: Track heading 319, cross 1.6 DME at or below 6,300. Climb and maintain 7,000.

3.13.2. For RWY32 operations the Tower issues "*execute Riverdale climb-out*" for base assigned aircraft or read the instructions for non-base assigned aircraft on the go. All other
go-around or missed approach procedures are coordinated by the Tower with SLC TRACON.

3.14. Unusual maneuvers.

3.14.1. Approving unusual maneuvers. ATC may not approve unusual maneuvers within Hill AFB Class D airspace if they are not essential to the performance of the flight. Unusual maneuvers are defined as intentionally performed spins, vertical recoveries or other maneuvers requiring pitch or bank angles greater than 90° or speeds in excess of those in AFI 11202V3, Chapter 5.

3.14.2. Requests for unusual maneuvers. Requests for unusual maneuvers must be made through 75 OSS/OSA and approved by 75 ABW/CC. These requests must be submitted with sufficient lead-time to allow detailed review and coordination prior to the time of the event.

3.14.3. Communications. Communications during unusual maneuvers are on Tower frequencies unless other frequencies are coordinated and approved by Tower prior to the flight.

3.15. Diversion and weather recall procedures. The unit SOF relays diversion and weather recall instructions to appropriate flying squadrons, Clover Control, HCP and unit aircraft. HCP relays the diversion and weather recall instructions to other applicable agencies.

3.16. VFR traffic patterns. See **Attachments 5 and 6** for visual references.

3.16.1. Arrivals. VFR arrivals, if able, contact SLC TRACON for initial sequencing and advisories at least 20 NMs out.

3.16.2. Overhead traffic pattern (initial):

3.16.2.1. The overhead traffic pattern for aircraft is flown at 6,800' MSL (2,000' AGL). Aircraft maintain pattern altitude until turning base.

3.16.2.2. When the reported ceiling is less than 7,300' MSL (2,500' AGL), the VFR overhead and fighter closed patterns, defined in paragraphs 3.16.2. and 3.16.5., are not flown. The Tower Watch Supervisor may lower the overhead or fighter closed pattern to 6,300' MSL or direct a right break or crosswind (weather conditions permitting).

3.16.2.3. RWY 14. Aircraft executing the MUDFLAT Recovery VFR maintain 7,300' MSL until past Ogden Airport and then descend to 6,800' MSL. The VFR entry point is a seven mile initial, which allows the pilot to maneuver prior to entering the Hill AFB Class D airspace. Pilots advise Tower of the type of landing when reporting initial. Left break is standard direction for RWY 14. See paragraph 4.3., for parachute initial procedures.

3.16.2.3.1. Aircraft instructed to make a right reentry, also known as right-90 or West re-entry, re-enter initial one mile south of Ogden Municipal Airport at 6,800' MSL.

3.16.2.3.2. Aircraft instructed to make a left re-entry, also known as left-90 or East re-entry, re-enter initial one mile north of Ogden Municipal Airport at 6,800'MSL.

3.16.2.4. RWY 32. From MUDFLAT, aircraft continue inbound and turn downwind to parallel the runway over Freeport Center (Fly downwind parallel with runway, 3NM west of runway centerline) at 7,500' MSL. Once abeam landing threshold (remaining within Hill AFB Class D airspace) descend and maintain 6,800' MSL. Aircraft enter the overhead pattern at 6,800' MSL and report initial within the confines of the Hill AFB Class D airspace. Right breaks are standard direction for RWY 32.

3.16.2.5. Unless Tower directs or approves otherwise aircraft break over the approach end of the runway.

3.16.3. Straight-Ins.

3.16.3.1. RWY 14. On final approach, aircraft maintain a minimum altitude of 6,300' MSL until 7 DME then 5,700' MSL until crossing 4 DME. Non-DME equipped aircraft maintain a minimum altitude of 5,700' MSL until over Riverdale Road. Tower advises transient aircraft making a visual approach of this restriction.

3.16.3.2. RWY 32. From MUDFLAT, aircraft continue inbound and turn downwind to parallel the runway over Freeport Center (Fly downwind parallel with runway, 3 NMs west of runway centerline) at 7,500' MSL. Once abeam landing threshold (remaining within Hill AFB Class D airspace) aircraft descend and maintain 6,300' MSL until turning base. **NOTE:** Aircrews may request "direct left base RWY 32." Aircrews requesting this procedure depart MUDFLAT, turn a normal downwind and report left base for RWY 32.

3.16.4. Tactical patterns.

3.16.4.1. Tactical initial RWY14. Tactical initial can be flown as either a 2-ship or 4-ship. Elements depart MUDFLAT, descend to 7,300' MSL in tactical line-abreast formation and proceed directly to the VFR entry point described in paragraph 3.16.2.3. At the VFR entry point, a tactical turn is executed to place the wingman on the west side of the formation, approximately 4,000', line abreast. After over-flying the Ogden Municipal Airport, the element descends to 6,800' MSL. At the approach end of the runway both aircraft initiate a pitchout. Wingman temporarily delays north-bound turn when headed east to roll out on a normal downwind ground track. Tactical initial may be flown at 300-350 knots. Trailing elements position themselves 1-2 NM in trail of the lead element prior to reaching the approach end of the runway.

3.16.4.2. Tactical straightin RWY14. Elements depart MUDFLAT heading east to intercept a 7-10 NM final. The wingman remain to the north of lead in 1-2 NM line-abreast formation. Execute an in place 90-degree turn onto the ILS 139 degree course and slow to 250 knots indicated air speed. Configure for landing and slow to final approach airspeed, adjusting spacing on the lead aircraft. Additional elements should be 1-2 NM in trail or check to the northeast at MUDFLAT to intercept the final course north of the element in front of them. Descend to 6,300' MSL departing

MUDFLAT. Complete a visual straight in IAW paragraph 3.16.3.1. **NOTE:** Tactical patterns are not authorized to RWY32.

3.16.5. Closed traffic patterns (see Attachments 5 and 6 for visual references).

3.16.5.1. Fighter type aircraft. Closed traffic patterns are flown at 6,800' MSL (2,000' AGL). Aircraft turn crosswind at departure end unless otherwise directed.

3.16.5.2. Larger than fighter type aircraft. Closed traffic patterns are flown at 6,300' MSL (1,500' AGL). Aircraft turn crosswind at departure end, unless directed otherwise.

3.16.5.3. Light civilian aircraft. Closed traffic pattern is flown at 5,800' MSL (1,000' AGL). Aircraft turn crosswind at departure end unless otherwise directed.

3.16.6. Simulated Flame-Out (SFO) patterns.

3.16.6.1. High Key altitude is a maximum of 13,500' MSL unless otherwise coordinated with SLC TRACON. Aircraft hosted by a tenant unit are considered base-assigned (See Attachments 5 and 6 for SFO airspace information).

3.16.6.2. LARAE Transition SFO procedures. Prior to reaching the OGD 260/020 DME the SLC TRACON shall approve or deny the SFO procedure. If approved the pilot shall proceed to the north end of the SFO airspace via the LARAE Transition. The pilot reports entering the airspace at 13,500' MSL (or as assigned) with their request (orbit high key or report low key).

3.16.6.3. SFOs are only flown during daylight hours (official sunrise to sunset) by F-16 aircraft when:

3.16.6.3.1. Approved by SLC TRACON.

3.16.6.3.2. Existing traffic conditions permit.

3.16.6.3.3. Approved by Hill AFB Tower.

3.16.6.3.4. VFR conditions can be maintained throughout the approach.

3.16.7. Breakout procedures. When instructed to "breakout", pilots climb to 7,300' MSL and proceed directly to the indicated reporting point (as specified by ATC) and await further instructions.

3.16.8. Multiple VFR patterns. If a pilot requests multiple VFR patterns at the end of an IFR flight, the IFR clearance is canceled after the first approach.

3.16.9. Over-flight. Aircraft do not descend below 6,000' MSL (1,200' AGL) when flying over the base munitions storage area except during emergencies, when executing a published missed approach procedure under IFR conditions or executing circling approaches.

3.16.10. Recoveries. Flight lead squawks ATC assigned transponder code. Unless otherwise directed by ATC, remaining aircraft squawk 510X for a non-standard flight, where X designates the aircraft position in the flight, or squawk standby when in standard formation.

3.17. Radar Trail Recovery (RTR) procedures.

3.17.1. Coordination. RTR shall be coordinated with Clover Control or SLC TRACON prior to beginning the recovery. Clover Control coordinates with SLC TRACON for approval of a RTR. RTR recoveries to RWY 14 are limited to a maximum of four aircraft. RTR to RWY 32 are limited to a maximum of two aircraft. Coordination is required for a planned missed approach.

3.17.1.1. Upon receiving approval for a RTR, the lead aircraft of the flight squawks the beacon code assigned with the aircraft clearance. Remaining aircraft in the flight squawks beacon codes 5102, 5103 and so on in sequence.

3.17.1.2. RTR spacing between each aircraft or element (an element is a two-ship) in the radar trail recovery flight is between 1.5-3 NMs, which is maintained by the pilot.

3.17.1.3. Aircraft spacing between the trailing aircraft of the first flight and the lead aircraft of the second flight is a minimum of 10 NMs.

3.17.1.4. Recoveries flown via the Causeway Four have the radar trail recovery formation established prior to HIF 260 radial at 25 DME (WIDOE).

3.17.1.5. Approaches other than the Causeway Four, the flight lead coordinates with ATC regarding the location where the radar trail recovery formation is established.

3.17.1.6. If aircraft are in contact with Clover Control when the radar trail recovery formation is approved, Clover Control hands-off the flight to SLC TRACON. **NOTE:** There is only one flight plan per flight.

3.17.1.7. Trail recoveries do not terminate with circling approaches.

3.17.2. No Radio (NORDO) Aircraft. NORDO aircraft squawk 7600 and continue the radar trail recovery. The remaining aircraft are notified of the NORDO aircraft by ATC.

3.17.3. Radar Trail Separation. If radar trail separation cannot be maintained by the aircraft or element, the aircraft or element shall notify ATC to request further instructions.

3.17.4. Missed approach and climb-out procedures.

3.17.4.1. If a flight is executing a missed approach the flight flies the Layton/Riverdale
climb-out. Each aircraft is then required to obtain a separate clearance from ATC.

3.17.4.2. If the flight is instructed to go around, climb-out procedures are according to ATC instructions. If the radar trail formation is interrupted, each aircraft obtains a separate clearance from ATC. NOTE: The radar trail formation would be interrupted when one of the aircraft lands and the others cannot. For example, if one aircraft takes the barrier and the following aircraft have to go around, radar trail formation is discontinued and each aircraft obtains a separate clearance from ATC.

3.18. Distinguished Visitors (DV). Tower notifies AMOPS when a DV aircraft is 20 NMs miles from Hill AFB, time and traffic permitting.

3.19. Weather and wind information. Tower shall issue wind information IAW AFI 13-204V3. Approach end wind information is issued with takeoff and landing clearances.

Additionally, midfield wind information is issued with takeoff and landing clearances when the reported midfield wind differs from the approach end wind by 30 degrees or more and the speed is more than 10 knots. Variable wind information is issued to transient aircraft and whenever requested by the pilot. **NOTE:** Memorandum of Agreement between the 388 OG Commander (388 OG/CC), 419th Operations Group Commander (419 OG/CC) Commander, and 514 FLTS Commander (514 FLTS/CC) have waived the requirement for ATC to issue variable winds unless requested by the pilot.

3.19.1. Hazardous or severe weather and lightning information is disseminated through ATIS broadcast. Weather abnormalities shall be reported to 75 OSS/OSW.

3.20. FLIP. AMOPS is the publications monitor. Requests or changes to FLIPs are submitted through AMOPS.

3.21. Bird and Wildlife Control Program. The Bird and Wildlife Control Program is maintained by 75th Air Base Wing Flight Safety Office (75 ABW/SEF). Airfield users are encouraged to report any bird or wildlife activity to AMOPS. 75 OSS/OSAM determines bird-watch conditions. A bird-watch condition of "moderate" or "severe" is included on the ATIS broadcast. Program guidance can be found in Hill AFB Plan 91-212, *Bird Aircraft Strike Hazard*.

3.22. SOF duties. The 388 FW and 419 FW SOF shall conduct operations IAW procedures outlined and published by 388th Operations Group Standardization and Evaluation Office (388 OG/OGV) at DSN 777-3434. The SOF must not perform ATC functions or transmit ATC instructions or clearances. A person who commandeers an ATC frequency assumes responsibility for separation of aircraft.

4. Local Flying Areas.

4.1. FCF Areas. Hill AFB and Depot Status aircraft operating locally primarily use the R-6404 airspace in the UTTR. However, any area in the UTTR may be used for FCFs.

4.2. F-16 DEMO airspace. DEMO airspace is defined as the airspace within a 3 NMs radius of the geographical center of RWY14/32; surface up to 17,500' MSL.

4.2.1. All participating pilots and aircraft:

4.2.1.1. Must have a certificate of waiver on file with SLC TRACON.

4.2.1.2. Remain VFR at all times.

4.2.1.3. Remain within the designated DEMO airspace.

4.2.1.4. Comply with all requirements of the certificate of waiver.

4.2.2. AMOPS will NOTAM the Hill AFB Class D airspace closed prior to the utilization of the DEMO airspace. The DEMO pilot coordinates with all flying units on base at least two weeks in advance of the scheduled flight.

4.2.3. Tower advises SLC TRACON at least ten minutes prior to a DEMO flight. Additionally, Tower calls SLC TRACON for release of DEMO aircraft and DEMO airspace.

4.2.4. When DEMO airspace is active no personnel or vehicles are authorized between the eastern edge of Taxiway Alpha and the instrument hold line. **NOTE:** The "DEMO" call sign is only authorized when utilizing DEMO airspace.

4.3. Parachute jumping over Ogden airport. The Parachute Jump Airspace is defined as a 1 NM radius circle, based on the center of the landing zone, excluding the airspace southwest of the eastern boundary of the HAC. The eastern boundary of the HAC is defined as a line .5 NMs east of and parallel to the Hill AFB ILS RWY14 Localizer centerline. Airspace extends from the surface to the altitude of the jump.

4.3.1. Parachute Initial is utilized during RWY 14 operations at Hill AFB when the Jump Airspace is active. From MUDFLAT, aircraft proceed direct to a 2 mile initial to RWY 14, maintain at or above 7,300 MSL until entering the confines of Hill AFB Class D airspace, then descend to 6,800 MSL or as otherwise directed by ATC.

5. Airfield Management.

5.1. Control of ramp areas.

5.1.1. 75 OSS/OSAM is responsible for:

5.1.1.1. Assigning aircraft parking areas. Parking space priorities are based on the assigned mission of the organization concerned and IAW Hill AFB Aircraft Parking Plan.

5.1.1.2. Evaluating requests for construction of additional parking areas or modification of existing areas before submission to the Facility Planning Committee.

5.1.2. New aircraft assignments. Directorates and tenant organizations, in conjunction with the Management Services Division (OOALC/FMR), coordinates with the Airfield Manager before accepting aircraft assignments or workloads requiring parking beyond existing capabilities.

5.1.3. Organizations requiring aircraft parking:

5.1.3.1. Submit written requests to the Airfield Manager stating their requirements.

5.1.3.2. Unless otherwise directed by the Airfield Manager, park their aircraft only in assigned areas.

5.1.3.3. Properly use the assigned areas to maximize current airfield capacity and capability.

5.1.4. Coordination for construction. All airfield construction, proposed signs or changes to parking plans, airfield maintenance to include, but not limited to, ramp cleaning, snow removal, and grass mowing shall be coordinated with the Airfield Manager. NOTE: Prior to and after working on the airfield, construction and maintenance agencies must report to or contact AMOPS with details of the day's activity.

5.1.5. Combat aircraft parking areas are identified in Attachment 7.

5.2. Drag chutes. Drag chutes are normally retained with the aircraft until parked. AMOPS or TA recover chutes inadvertently jettisoned on the airfield. In all instances AMOPS or TA advise Tower when jettisoned chutes are recovered.

5.3. Control of Vehicular Ground Traffic.

5.3.1. Personnel operating vehicles on the Hill AFB Airfield must possess a current airfield driver's competency card IAW HAFBI 13-213, *Airfield Driving*. Hill AFB does not allow privately operated vehicle (POV) access to the airfield except for special events. During special events (i.e. Air Shows) individuals must display a flight line POV pass issued through AMOPS. **NOTE:** Refer to HAFBI 13-213 for guidance concerning POV passes.

5.3.2. Tower controls all ground traffic in the Radio Monitoring Area (RMA). Personnel need not ask permission into the RMA but must closely monitor VHF 121.6 or trunking network "Tower Net" for instructions from "Hill GC". No vehicle or person may enter the RMA without manually tuning their radio to the Tower Net or ground frequency; all vehicles must continually monitor Tower frequencies while in the RMA. Vehicles without a radio may be escorted by another vehicle equipped with a radio capable of monitoring ground frequencies. Permission must be obtained from Tower before entering the CMA. During periods of airfield or Tower closure, Tower turns on the flashing amber lights located on the tower catwalk.

5.3.2.1. Accessing the CMA when the ATC Tower or Airfield is closed. The ATC Tower and Airfield is open from 0800L to 0000L Monday through Friday and from 0900L to 1700L on Saturdays and Sundays. The ATC Tower and airfield may open when needed for special missions. Use the following procedures to ensure safety. Always assume the ATC Tower is open until you use these procedures to ensure otherwise. NOTE: Do not assume if the amber lights are lit around the Tower cab catwalk the Tower is closed as the amber lights may have been inadvertently left on due to human error.

5.3.2.1.1. Stop prior to the runway VFR Hold marking.

5.3.2.1.2. Call GC using your call sign to request to access the runway.

5.3.2.1.3. If GC does not respond, look to see if the amber lights are lit. Amber lights around the Tower cab cat walk indicate the ATC tower is closed.

5.3.2.1.4. If it is determined the Tower is closed, call GC again to state:

5.3.2.1.4.1. Location entering the runway from and where you are exiting the runway.

5.3.2.1.5. Ensure no aircraft traffic is present and then proceed into the CMA.

5.3.2.1.6. When exiting the runway, call GC and report off the runway and provide location. **NOTE:** Radio transmissions are digitally recorded in the Tower and reviewed to ensure compliance.

5.3.2.2. Aircraft Towing.

5.3.2.2.1. Call GC prior to towing an aircraft.

5.3.2.2.2. If GC does not respond, look to see if the amber lights are lit. Amber lights around the Tower cab cat walk indicate the Air Traffic Control Tower is closed.

5.3.2.2.3. If it is determined the Tower is closed, call GC again to state:

5.3.2.2.3.1. Aircraft present tow location and final destination.

5.3.2.2.4. Proceed with aircraft tow.

5.3.2.2.5. If aircraft tow must utilize taxiways, tow team reports entering and exiting off the taxiway. **NOTE:** Radio transmissions are digitally recorded in the tower and reviewed to ensure compliance.

5.3.3. Vehicles operating in the uncontrolled movement area shall monitor the Tower Net to the maximum extent possible. Tow operators shall monitor the Tower net and receive Tower approval before towing in any aircraft movement area. Additionally, vehicle operators, aircraft operators, and pedestrians shall visually monitor taxiway and runway lights (if flashing, observe the tower cab for possible light gun signals).

5.3.4. When necessary, hand-held Land Mobile Radios (LMRs) may be checked out for temporary use from AMOPS in Building 1.

5.3.5. If Tower observes a vehicle operating in a suspicious manner, attempts are made to contact the vehicle. If the vehicle does not respond, Tower notifies AMOPS immediately.

5.3.6. Vehicles operating in the movement area must stop at all intersecting taxiways. When vehicles approach within 100’ of taxiing aircraft and the aircraft is fighter size or less, the vehicle operator stops and yield to the aircraft. If the aircraft is larger than fighter size, the vehicle operator leaves the taxiway via the most expeditious means possible to maintain at least 25’ wingtip clearance until the aircraft has passed and is 100’ away from the vehicle. Final responsibility for avoidance of taxiing aircraft rests with vehicle operators. Extreme caution should be used when driving on the airfield.

5.3.7. Vehicles normally operating within the CMA must use rotation beacon lights. Vehicles not equipped with beacon lights must use emergency flashers. Vehicles turn lights on prior to contacting the Tower to request access into the CMA and maintain two-way communication with Tower at all times until exiting the CMA. Upon exiting the CMA, vehicles leave the lights on until the Tower has acknowledged they are outside the CMA. If radio contact with Tower is lost vehicles immediately exit the runway and proceed to AMOPS to report the failure. Tower uses light gun signals or flashes the runway lights if runway evacuation is required and radio contact with the vehicle cannot be established. When the appropriate light gun signal or flashing of runway lights are observed all personnel and vehicles exit the runway, remain at least 100’ from the runway and follow light gun instructions from the Tower. **NOTE:** Maintenance activities within 100’ of the runway are coordinated through the Airfield Manager. Exterior Electric Flight (75 CEG/CEOI) personnel and their respective vehicles may operate within 100’ of the runway edge without prior approval by the Airfield Manager. Vehicle operators must contact Tower prior to entering and operating within this area. Vehicles remain off of the paved runway surfaces. AMOPS notifies Tower of individuals who have an operational necessity to operate within 100’ of the runway edge. Personnel and equipment within 100’ of the runway are removed for arrivals and departures of larger than fighter type aircraft and formation takeoffs and landings. Final approval for

allowing personnel and vehicles within 100' of the runway edge rests with the Tower Watch Supervisor.

5.3.8. Vehicles operating off paved surfaces or in areas where FOD is present do not proceed on the paved portions of the airfield until all tires have been thoroughly inspected and cleared of debris (including mud). Airfield drivers are responsible for inspecting their vehicle's tires to include a mandatory rollover tire check.

5.4. Control of Aircraft Ground Traffic.

5.4.1. Maintain contact with GC. Aircraft not requiring de-arming after landing shall establish and maintain contact with GC prior to entering taxiway Alpha. Aircraft requiring de-arm shall establish and maintain contact with GC prior to taxiing from the de-arm area. Preferred taxi routing is established by Tower depending on ground traffic.

5.5. Clearance of other than Air Force aircraft.

5.5.1. Civil Aircraft. Civil aircraft using ATC facilities may conduct practice low approaches at Hill AFB on a noninterference basis if authorized by 75 ABW/CC. Low approaches are at the discretion of the Tower Watch Supervisor depending on the current Force Protection Condition and traffic in the pattern. Civil aircraft are given permission IAW FAA Regulations, AFI 10-1001, *Civil Aircraft Landing Permits* and AFI 10-1002, *Agreement for Civil Aircraft Use of Air Force Airfields*.

5.5.2. Operating owned or leased aircraft. AFI 10-1001 and AFI 10-1002 establishes procedures for government personnel, operating their own or leased aircraft, to use Air Force installations. The 75 ABW/CC may authorize a one-time, short-notice, private aircraft landing at Hill AFB. The reasons for a civil aircraft landing include but are not limited to:

5.5.2.1. Strong crosswinds from Weber Canyon.

5.5.2.2. Saturated and congested ATC patterns due to a high performance aircraft activity in the area.

5.5.3. Light aircraft pilots. Pilots of light aircraft authorized to land at Hill AFB are briefed in advance by AMOPS.

5.5.4. Aircraft landing without permission. When civil aircraft lands without permission or proper authorization, action will be taken by Hill AFB Tower and AMOPS IAW AFI 10-1001 and AFI 10-1002. Additionally, AMOPS:

5.5.4.1. Notifies 75th Security Forces Squadron Investigations Office (75 SFS/SFAI), to respond and take appropriate action.

5.5.4.2. Notifies customs (if applicable).

5.5.4.3. Notifies 75 OSS/CC/DO.

5.5.4.4. Notifies HCP.

5.6. Aircraft hijacking and theft protection.

5.6.1. The Hill AFB Plan 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)* prescribes procedures for the operation, movement and control of aircraft on the ground

to resist and manage possible hijackings For access to this document contact the 75 OSS/OSA or
75th Air Base Wing Plans and Scheduling Office (75 ABW/XP).

5.6.2. Engine start procedures. Hill AFB assigned aircraft on their respective ramps, including the USFS on the Alert Ramp, as well as other parking areas approved by AMOPS (i.e., hot pads) do not have to call before engine start. The respective unit is responsible for monitoring authorized and unauthorized engine starts in these areas. Aircraft should monitor emergency frequency (UHF 243.0). **NOTE:** Deployed units hosted by a Hill AFB assigned flying organization are considered local units for the purpose of aircraft hijacking and theft protection. The local host flying organization is responsible for monitoring authorized and unauthorized engine starts within their respective ramps.

5.6.3. Unauthorized engine starts.

5.6.3.1. As the designated single base agency for receipt of information concerning unauthorized engine starts, AMOPS notifies 75 SFS when the airfield is open during normal duties hours.

5.6.3.2. As the base agency for receipt of information concerning unauthorized engine starts, HCP notifies 75 SFS when the airfield is closed or after normal duty hours.

5.6.4. Taxi and tow procedures. Hill AFB assigned aircraft and tow vehicles are authorized to taxi and tow on their respective ramps, including USFS on the Alert Ramp, as well as other parking areas approved by AMOPS (i.e., hot pads) without prior ATC permission. ATC permission must be received prior to taxi or tow operations outside of controlled ramp areas. AMOPS is designated as the single base agency for receipt of information concerning unauthorized taxi and tow operations during normal duty hours. **NOTE:** Deployed units hosted by a Hill AFB assigned flying organization are considered local units for the purpose of aircraft hijacking and theft protection. The local host flying organization is responsible for monitoring authorized and unauthorized taxi and tow operations within their respective ramps.

5.7. Sonic booms or dropped objects.

5.7.1. When information is received concerning an inadvertent or undocumented sonic boom or dropped object, AMOPS notifies the following offices and pass any information deemed applicable:

5.7.1.1. 75 OSS/CC/DO.

5.7.1.2. Office of Public Affairs (75 ABW/PA).

5.7.1.3. HCP.

5.7.1.4. 75th Air Base Wind Judge Advocate Office (75ABW/JA) for potential claims.

5.7.2. The pilot responsible for the incident documents pertinent information on an AF Form 121, *Sonic Boom Log*. Operations officers will review their unit's reports. Using organizations maintain and transmit this information IAW internal procedures. If the

cause is undetermined details of the incident are recorded by AMOPS in the daily events log.

5.8. Fire protection support to flying operations.

5.8.1. Crash or rescue capability. When crash or rescue capability falls below the minimum specified in AFI 322001, *Fire Emergency Services Program*, the 775th Civil Engineering Squadron Fire Department (775 CES/CEF) will immediately notify HCP, AMOPS and Tower.

5.8.2. Reduced crash or rescue. Upon notification from the 775 CES/CEF, AMOPS immediately notifies the following agencies of the reduced crash or rescue capability:

5.8.2.1. HCP (notifies flying units and tenants).

5.8.2.2. All aircrew preparing to depart.

5.8.2.3. Airfield Manager.

5.8.2.4. 75 OSS/CC/DO.

5.8.3. Curtailment during reduced Capability. The Airfield Manager, through proper coordination with 775 CES/CEF and using the guidelines established in AFI 32-2001, determine which activities, if any, are curtailed during the period of reduced capability.

5.8.4. Normal operations resumed. When crash and rescue capability has returned to the minimum required, 775 CES/CEF notifies AMOPS who, in turn, informs agencies listed in paragraph 5.8.2., advising normal operations may be resumed.

5.9. Rescue protection for Aero-Medical Airlift Aircraft.

5.9.1. Upon receipt of an official Estimated Time of Arrival (ETA) of aero-medical evacuation aircraft or other aircraft transporting patients, AMOPS notifies the 75 OSS/CC/DO, Tower, TA, 775 CES/CEF and the 75th Medical Group Commander (75 MDG/CC).

5.9.2. When the aircraft is 10 miles from Hill AFB, Tower notifies AMOPS with the aircraft position and other pertinent information. AMOPS passes the information to 775 CES/CEF, 75 MDG/CC, TA and other appropriate base organizations.

5.9.3. One fire or fire crash truck stands by on the taxiway directly east of Building 1 during arrival and departure operations. The fire or fire crash truck remains near the aircraft throughout loading, unloading, refueling and engine start. An ambulance stands by, positioned aft of the crash truck. TA remains in the vicinity of the aircraft.

5.9.4. In case of in-flight or ground emergency notification, all operations with the aero medical aircraft cease immediately. At this time, the stand by fire or crash vehicle responds to the emergency.

5.10. PDM aircraft-receiving and delivery.

5.10.1. During normal published airfield hours and upon confirmation from the pilot an aircraft arriving at Hill AFB is a PDM input, AMOPS notifies TA and 309th Aircraft Maintenance Group Maintenance Operations Center (309 AMXG/MOC). TA directs F-

16 and A-10 aircraft to the Incoming Ramp (south of building 270) and C-130 aircraft to the 233 Ramp.

5.10.2. Weekends. For aircraft received at Hill AFB on weekends AMOPS notifies TA and 309 AMXG/MOC.

5.10.2.1. TA parks the aircraft on the Incoming Ramp (south of building 270), chocks and grounds the aircraft and installs necessary safety pins and locks.

5.10.2.2. The 309 AMXG/MOC makes all follow-on arrangements to accept the aircraft for PDM and returns all chocks and grounds wires to TA.

5.11. Use of auxiliary power generators supporting NAVAIDs.

5.11.1. Power. Commercial power is determined to be reliable and generators have auto-start capability. Therefore, backup power generators supporting NAVAIDs do not have to be placed on line 30 minutes prior to ETA of a severe storm. Should the reliability of commercial power become questionable as determined by 75 CES/CEOI or there is a loss of auto-start capability, backup generators will be operated in accordance with AFI 13204v3.

5.11.2. Facilities. The following NAVAID facilities have auxiliary power generators: ILS Localizer, ILS Glide Slope and TACAN.

5.11.3. Remote Maintenance Center and ATCALS coordinates NAVAID down times with the Airfield Operations Flight Commander (AOF/CC). The AOF/CC coordinates with AMOPS to send required NOTAMs for the duration of the maintenance activity.

5.12. ILS critical areas. ILS critical areas at Hill AFB are located at the north end airfield perimeter road, NEOR, SEOR and the entrance to the Alert Ramp (See Attachment 2).

5.12.1. Localizer critical area.

5.12.1.1. When the reported ceiling is less than 800’ and/or the visibility is less than 2 miles, restrict aircraft and vehicle operations in the localizer critical area unless the vehicle or personnel maintains two way communications with the Tower. Do not permit vehicles or aircraft to transit the localizer critical area when an aircraft on the ILS approach is inside the Final Approach Fix (FAF). A preceding aircraft, approaching the same runway or another runway, may pass through the area while landing, departing, or exiting the runway; do not allow aircraft to stop within the critical area.

5.12.1.2. When the reported ceiling is less than 200’ and/or RVR 2,000’ or less (1/2 mile if no RVR) do not authorize vehicle or aircraft operations in or over the area when an arriving aircraft is inside 1 NM from touchdown.

5.12.2. Glide slope critical area.

5.12.2.1. When the reported ceiling is less than 800’ and/or visibility less than 2 miles, but at or above 200’ and/or visibility at or above 1/2 mile (RVR 2,400), restrict aircraft larger than fight type and vehicle operations in the localizer critical area unless the vehicle maintains two way communications with the Tower. Do not permit aircraft to taxi beyond the instrument hold line or allow vehicles in the glideslope critical area when an aircraft executing an ILS approach is inside the FAF.

5.12.2.2. When the reported ceiling is less than 800’ and/or visibility less than 2 miles, restrict all vehicles. **NOTE:** Vehicles escorting (i.e., launch essential vehicle, mission support vehicle, and EOR vehicle) the fighter type aircraft under the conditions of are authorized to proceed into the glide-slope critical area with the aircraft (aircraft tows are not authorized). Do not permit vehicles to proceed beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF, unless the arriving aircraft has reported the runway in sight or is circling to land on another runway.

5.12.2.3. When the reported ceiling is less than 200’ and/or visibility is less than 1/2 mile (RVR 2,400’), restrict all aircraft and vehicles. Do not permit aircraft to taxi or vehicles to proceed beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF.

5.12.3. Precision Obstacle Free Zone (POFZ).

5.12.3.1. When the reported ceiling is less than 800’ and/or visibility less than 2 miles, do not allow aircraft and vehicle operations in the POFZ from the time an approach aircraft is within 2 miles of the landing threshold until the approach aircraft passes the hold line.

5.13. ATC participation in exercises and comm-out large force exercise. IAW AFI 13204V3, the AOF/CC must be briefed at least 48 hours in advance of base exercises to approve scenarios involving ATC facilities, Airfield Operations personnel or the airport movement area.

5.14. Deployed units and TDY flight operations. Deployed and TDY personnel or aircraft are considered base-assigned provided they comply with the contents of this instruction and the following:

5.14.1. The local unit provides the following information, in writing, to AOF/CC at least 14 days in advance, type of aircraft, call sign and number, dates assigned and approximate number of sorties and take-off and landing times.

5.14.2. Local area briefing. The host unit bears responsibility to brief the deployed units on the contents of this regulation, airfield driving hazards, noise abatement, local emergency procedures, flight plan filing procedures, arrival and departure procedures (including RSRS procedures). Assistance with the briefing may be obtained by contacting AOF/CC.

5.14.3. Live ordnance operations. TDY aircrews must meet the requirements listed in Chapter 6, and the following requirements before conducting live ordnance operations from Hill AFB:

5.14.3.1. TDY aircrews must be hosted by a permanently assigned unit to Hill AFB.

5.14.3.2. Each air and ground crew member receives a local area briefing conducted by the host unit (in addition to the briefing listed in paragraph 5.14.2.). This briefing includes pertinent data affecting range operations, procedures for carriage and jettison of live munitions (both on and off the range) and procedures to follow when live ordnance related emergencies.

5.14.4. SOF. Each hosted unit ensures a SOF is available during flying operations. The hosted unit provides the hosting unit SOF or Tower Watch Supervisor with a location and telephone number where the deployed unit's SOF can be reached immediately.

5.14.5. Engine runs and tows for TDY aircraft must be coordinated with AMOPS prior to initiation of the operation, except as authorized by HAFB Plan 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)* and paragraph 5.6., of this instruction.

5.15. Hush house engine runs. As a general policy, run-up and testing of engines is not conducted between the hours of 2200L-0600L except in hush houses with the outer doors closed. During quiet-hour periods, unsuppressed engine runs are prohibited. A log is maintained of all engine runs performed outside the approved periods along with the approving official's name.

6. Airfield Explosive Operations Requirements.

6.1. Purpose. The purpose of this chapter is to establish safety requirements for explosive operations involving aircraft on Hill AFB. It establishes policies, responsibilities, procedures and ensures explosive operations are conducted in a safe manner. It applies to all Hill AFB assigned and deployed flying units.

6.2. Policy.

6.2.1. Deployed flying units. Deployed flying units do not fly live ordnance from Hill AFB without written authorization from the 75 ABW/CC.

6.2.2. Explosive operations. Explosive operations involving aircraft on Hill AFB are conducted only in locations authorized by an approved explosive site plan (**see Attachment 7**, *Combat Aircraft Parking Area*).

6.3. Responsibilities.

6.3.1. 75 OSS/CC:

6.3.1.1. Approves Explosive Operating Instructions affecting the parking and movement of aircraft loaded with explosives on the airfield.

6.3.2. Airfield Manager:

6.3.2.1. Controls parking of explosive loaded aircraft.

6.3.2.2. Schedules hot pad space on a first come, first serve basis indicating the status of each hot pad with the type of aircraft, explosive hazard and division, type of munitions and explosives, and the using organization.

6.3.2.3. Ensures at least one combat aircraft parking spot is available to park aircraft with hung or misfired ordnance during flying operations. If forward firing ordnance is used, ensures a parking spot is available on Hot Pad 3, 6, or 7 with earthen berm protection before the mission commences.

6.3.2.4. Have access to explosive site plans or other explosive authorizing documents to ensure compliance.

6.3.2.5. Ensures maintenance of assigned explosive locations and safety equipment.

6.3.3. Airfield users:

6.3.3.1. Schedules the use of hot pads with AMOPS and notifies them of changes.

6.3.3.2. Park explosive loaded aircraft only in locations provided by the Airfield Manager.

6.3.3.3. Notifies AMOPS of type aircraft, explosive hazard and division, type of munitions and explosives and the using organization.

6.3.3.4. Ensures the correct fire or chemical hazard symbol is posted on the pad.

6.3.3.5. Notifies the 388th Fighter Wing Maintenance Operations Center (388 FW/MOC) of symbols posted or changed during explosive operations.

6.3.3.6. 388 FW/MOC updates hot pad status when notified.

6.3.3.7. Deployed and hosting units provide name and telephone number (radio call sign) of a weapons safety point of contact to the hosting unit.

6.4. Authorized airfield explosives locations.

6.4.1. Explosive loaded cargo aircraft. Loading or unloading of transportation configured explosive cargo is accomplished on Hot Pads 1, 2, 4A, 4B, 4C, 4D, 5, 6A, Ramp Pads 7A, 8A and 12. Explosive quantities for each location are shown in **A**ttachment 8.

6.4.2. Explosive loaded combat aircraft. Loading or unloading of explosive loaded combat configured aircraft is accomplished on Hot Pads 3, 6, 7, 388 FW and 419 FW ramp, or Zulu Alert area. Explosive quantities for each location are shown in Attachment 8. Aircraft parking must maintain Inter-Magazine Quantity Distance separation. Coordinate proper separation with hosting unit if necessary.

6.4.3. Forward-firing ordnance. Hot Pads 3, 6, 7, 388 FW and 419 FW ramp, and the ZULU Alert Area are the only pads available to load combat aircraft with forward-firing ordnance IAW approved Explosive Site Plans. Rockets (2.75-inch), with practice warheads only (Hazardous Cargo Type 1.3 or 1.4) may be loaded and downloaded on the 388 FW and 419 FW Ramp on Charlie Row spots 8 to 12, Echo row spots 8 to 1,2 and Golf row spots 7 to 12. All other types of 2.75 inch rockets will only be loaded or unloaded on Hot Pads 3, 6 or 7. The 20mm ammunition may be loaded on the 388 FW and 419 FW Ramp.

6.5. Procedures.

6.5.1. Hot Pad Scheduling. Units must request use at least 15 days prior to the dates requested through AMOPS.

6.5.2. Loading and unloading combat aircraft at the Hot Pad.

6.5.2.1. Loading of explosives is conducted within the potential explosion site block established for each location in the site plan (Designated nose wheel parking spots).

6.5.2.2. Inter-magazine distance must be maintained between aircraft. If IM cannot be maintained, approval must be obtained IAW AFMAN 91-201, *Explosive Safety Standards*. Documentation of this approval must be provided to the Airfield Manager with a copy to 75ABW/Weapons Safety (75 ABW/SEW).

6.5.2.3. Notify unit's Maintenance Operations Center (MOC) or deployed flying unit's equivalent of type aircraft, explosive hazard and division, type of munitions and explosives, and the using organization when aircraft are loaded and unloaded. Provide MOC with the highest explosive hazard and division loaded or stored on the pad each time there is a change in fire hazard or symbols.

6.5.3. Aircraft arm and de-arm:

6.5.3.1. Prior to takeoff, combat aircraft requiring arming of munitions will taxi to the North/South EOR, which are designated as the arm and de-arm areas. Aircraft are parked before removing, installing electrical or mechanical pins, arming devices, positioning of interval meter and connecting or disconnecting igniter cables.

6.5.3.2. If an unsafe munitions condition exists which cannot be corrected by weapons personnel, the pilot notifies or declares a ground emergency; nonessential personnel withdraw to an initial distance of 300' and perform hung ordnance and emergency procedures as applicable.

6.5.3.3. Aircraft returning to Hill AFB with unexpended live ordnance proceed to the North/South EOR as required. Unit personnel take the necessary actions to render guns, launchers, dispensers and racks safe. Aircraft are de-armed in the North/South EOR areas prior to returning to their designated parking areas or hot pad.

6.5.3.4. With 75 OSS/CC approval, external fuel tanks, aircrew ejection system, captive
AIM-9/AIM-120 missiles, chaff flare and inert practice bombs, may be armed or de-armed on the 388 FW, 419 FW ramp, south ramp and 514 FLTS or transient aircraft parking ramps.

6.5.4. Hung or hang-fire ordnance procedures. The only hung, misfired, or jammed ordnance authorized to return to Hill AFB Hot Pads 6, 7, or 3 are jammed guns, 2.75" Rockets, AIM-9/120, AGM-65/88 missiles, BDU-33/MK-106, chaff/flare, secure 500 and 2000 pound practice bombs, including inert munitions with live fuzes. If hung forward firing munitions are recovered on Hot Pad 3, the frontage road is blocked on North and South ends to preclude traffic from crossing in front of the hung munitions. Aircraft returning with hung ordnance or jammed guns perform the following procedures:

6.5.4.1. Aircraft returning with a jammed or hung gun proceed to an empty hot pad, if available (Hot Pad 6, 7, or 3; in order), or a spot designated by the SOF. To minimize forward firing hazards, aircraft landing on RWY 14 make a left turn, back-taxi on the runway to taxiway B if possible and turn left to the hot pads. If landing RWY 32, exit runway at taxiway B and proceed to hot pads. When reaching a hot pad, park the aircraft so the gun is pointed at the berm. Under no circumstances are personnel, vehicles, or equipment allowed in front of the aircraft until the gun is safe. Use applicable unit operation instruction for system clearing procedures.

6.5.4.2. Explosive Ordnance Disposal (EOD) maintains a standby capability when live ordnance missions are being flown. EOD responds to In-Flight Emergencies (IFEs) with live ordnance when notified of the event through the HCP or over the Secondary Crash Network (SCN). EOD proceeds to the established safe area through

appropriate entry control points to wait for further instructions from the Fire Chief or Incident Commander (IC).

6.5.5. Unexpended Live, Hung, Misfired, or Hung fired Ordnance Procedures.

6.5.5.1. BDU-33/MK-106, chaff/flare, stable/secure 500 and 2000 pound practice bombs, including inert munitions with live fuzes. Proceed to the appropriate EOR for de-arming. If mechanical pins, safety devices or arm safe handles cannot be properly positioned or cannot be installed, declare a ground emergency and shut down the aircraft.

6.5.5.2. Aircraft carrying hung or misfired high explosive ordnance items not covered in this instruction, with unstable, unsecure practice or inert munitions listed above (see paragraph 6.5.5.1), are recovered at MAAF. If MAAF is closed or unusable, return to Hill AFB.

6.5.5.3. Hung and misfired ordnance carried internally, if the bomb bay doors can be closed, may be returned to Hill AFB, at the pilot's discretion.

6.5.5.4. Hung or misfired guns. Aircraft proceed to an empty hot pad, if available (Hot Pad 6, 7, or 3; in order) or a spot designated by the SOF and point towards the berm. Units follow their written gun clearing procedures to render the aircraft safe for maintenance.

6.5.5.4.1. If an aircraft is discovered with a hazardous jammed gun (round in firing position) during normal maintenance operations, a ground emergency is declared. Jammed guns presenting a forward firing hazard are cordoned off until the hazard is cleared. For aircraft not parked on hot pads, the IC establishes cordons and protective measures based on risk management principles.

6.5.5.5. Hung flare. If the flare is protruding out of magazine, declare a ground emergency, shut down the aircraft and notify EOD.

6.5.5.6. Rockets. If a rocket is not fully seated in the rocket launcher, EOD personnel assume responsibility for safe removal of munitions. If the rocket is deemed safe, the load crew chief installs the appropriate safety devices so the aircraft may taxi to parking location.

6.5.6. AGM-65 Maverick and AGM-88 HARM missile procedures.

6.5.6.1. The SOF coordinates with the pilot and Mission Control Center to determine missile status via telemetry, if equipped.

6.5.6.2. If visual or telemetry evidence indicates "Battery Not Fired/Non-Consent to Release," no hazard exists; aircraft Return to Base (RTB) for normal de-arm procedures.

6.5.6.3. If there is visual evidence the hung missile's motor fired (partial separation from launcher rail or soot or burn evidence), aircraft diverts to MAAF. If found on ground, notify the pilot and declare a ground emergency. Non-essential personnel evacuate to a minimum of 300'. EOD personnel and 775 CES/CEF will evaluate the situation to determine further actions.

6.5.6.4. If there is visual or telemetry evidence the battery fired, follow "Battery Fired" procedures in the aircraft specific -33 series Technical Order (T.O.) the aircraft proceeds to MAAF or RTBs to Hill AFB at the discretion of the SOF. If returning to Hill AFB, aircraft proceeds to an empty hot pad, if available (Hot Pad 6, 7, or 3; in order), or a spot designated by the SOF facing the berm. Do not perform aircraft maintenance operations or unloading procedures for at least an hour (two hours for AGM-88) after missile battery has been fired.

6.5.6.5. For "Consent to Release" conditions, follow approved aircraft procedures and proceed to MAAF. Consideration may be made to RTB to Hill AFB.

6.5.6.6. For partial fire or Consent to Release conditions, non-essential personnel evacuate to a minimum of 300'. EOD responds to the scene to safe the weapon or determine further precautions.

6.5.6.7. Weapons load crew pin and safe all ordnance to include landing gear. Wait one hour for AGM-65 and two hours for AGM-88 from release attempt prior to handling and downloading weapon. This allows the battery to cool and liquid electrolytes to evaporate.

6.5.7. GBU-15/AGM-130 aircrew procedures. The following procedures should be implemented for recovering telemetry instrumented hung GBU-15/AGM-130 configured with an inert warhead.

6.5.7.1. When telemetry indicates weapon battery fired, orbit over range for 20 minutes to ensure battery is expended, then RTB to Hill AFB.

6.5.7.2. Wait two hours from release attempt prior to handling and downloading weapon. This allows the battery to cool and liquid electrolytes to evaporate.

6.5.8. Procedures for live 1760 series weapons (i.e. AGM-154, AGM-158, GBU-31, GBU-38, GBU-32, GBU-39 (Small Diameter Bomb), GBU-54, CBU-103 and CBU-105). The following procedures are implemented when recovering an aircraft with live 1760 series weapons installed:

6.5.8.1. A "Non-Consent to Release" from either the weapons or the aircraft does not indicate a hung condition. No emergency exists. RTB to Hill AFB.

6.5.8.2. For a **"**Consent to Release" condition, follow approved aircraft procedures and proceed to MAAF. Non-essential personnel must evacuate to a minimum of 300'. EOD evaluates the situation to determine if the evacuation distance should be increased and safe the weapon.

6.5.8.3. GBU-39. If telemetry indicates the weapon battery fired, wait three hours from release attempt before handling or downloading the weapon to allow the battery to cool and liquid electrolytes to evaporate.

6.5.8.3.1. Due to existing hazards with a battery-fired GBU-39, maintain a distance of at least 6' from the aft end of the weapon during cool-down time. No maintenance is performed on the aircraft during this period other than aircraft recovery and safing procedures.

6.6. AIM-9 and AIM-120 missile procedures. The following procedures should be implemented for recovering hung AIM-9 and AIM-120 missiles with live rocket motors:

6.6.1. When telemetry indicates missile battery did not activate, follow approved aircrew procedures.

6.6.2. When telemetry indicates missile battery fired, record time of Battery Firing Device (BFD) activation. Missile cannot be safed until BFD time has expired and battery is dead (15 minutes for AIM-9 and 90 minutes for AIM-120). Do not perform any switch actions (keep weapon power on) until status is confirmed. Follow approved aircrew procedures; declare IFE and RTB to Hill AFB.

6.6.2.1. Upon landing, if the battery is dead and the missile can be safed, the aircraft should taxi to Hot Pad 3, 6, or 7, facing the berm. If the missile cannot be safed, the aircraft remains at EOR until safing procedures can be accomplished.

6.6.3. If there is visual evidence the missile fired (started to leave the launcher rail or soot visible on aircraft), the aircraft should divert to MAAF. If found on ground, notify the pilot and declare a ground emergency. Aircraft should proceed to an empty hot pad parking spot, if available (Hot Pad 6, 7, or 3; in order) or a spot designated by the SOF. Non-essential personnel evacuate to a minimum of 300'. EOD personnel and the775 CES/CEF should evaluate the situation and determine further actions.

6.7. Request for deviations.

6.7.1. Request for deviations from the requirements in this section or for approval of temporary procedures not covered in this section, must be request in writing and coordinated through the 75 OSS/CC and 75ABW/SEW for approval by 75ABW/CC. These requests must be submitted with sufficient lead-time to allow detailed reviewed of the request prior to approval or disapproval.

7. Emergency Procedures.

7.1. Primary Crash Alarm System (PCAS) and SCN.

7.1.1. PCAS. Tower conducts a daily test of the PCAS at 0800L or as soon as possible thereafter. Personnel acknowledge all information passed on the PCAS by stating their initials when their station is called. Upon completion of the PCAS check AMOPS will activate the SCN for a daily system check.

7.1.2. Tower activates the PCAS when any of the following conditions exists:

7.1.2.1. In-flight or ground emergency.

7.1.2.2. On-base aircraft mishap.

7.1.2.3. Off-base accident, when directed by AMOPS.

7.1.2.4. NORDO aircraft landing Hill AFB.

7.1.2.5. Unauthorized landings.

7.1.2.6. Suspected or actual hijack.

7.1.2.7. Emergency Power Unit (EPU) activation.

7.1.2.8. Bomb threat.

7.1.2.9. Barrier engagement. **NOTE:** Certification barrier engagements do not require activation of the PCAS or the SCN.

7.1.2.10. When requested by AMOPS, 775 CES/CEF, 75th Medical Group or other competent authority.

7.1.2.11. When the Tower Watch Supervisor deems it necessary for the safety of personnel or property.

7.1.2.12. Tower evacuation (time permitting).

7.1.2.13. During exercises, when directed by a competent authority.

7.1.3. Tower relays the following, if available, when activating the PCAS for aircraft emergencies, mishaps or aircraft malfunctions:

7.1.3.1. Aircraft identification and type.

7.1.3.2. Nature of emergency and pilot's desires.

7.1.3.3. Landing runway for the emergency aircraft.

7.1.3.4. Number of personnel on board.

7.1.3.5. Fuel remaining (hours and minutes).

7.1.3.6. Wind.

7.1.3.7. ETA in minutes.

7.1.3.8. Dangerous cargo or munitions.

7.1.3.9. Remarks (i.e., barrier engagement and EPU activation).

7.1.4. SCN. Upon notification of an aircraft emergency, AMOPS activates the SCN and relay all available information concerning the aircraft emergency. When AMOPS is closed or unavailable (i.e., due to system malfunction) HCP activates the SCN.

7.1.5. Off-base mishap. When AMOPS receives notification of an off-base mishap (in the Hill AFB vicinity) involving a military asset, they pass all known information to Tower and request activation the PCAS. AMOPS activates the SCN and passes all available information. If HCP receives notification of an off-base incident or accident they will advise AMOPS to activate the SCN and pass on all known information to Tower.

7.2. IFE, mishaps or incident.

7.2.1. General. During aircraft emergencies or mishaps, the 75 ABW/CC, if on scene, or the IC have final authority over the aircraft after it has landed.

7.2.2. ATC. During an in-flight emergency, aircraft mishap or incident, ATC controls the flow of airborne aircraft and those on the ground in such a manner to ensure the emergency aircraft is not jeopardized.

7.2.2.1. Primary non-armament in-flight emergency aircraft recovery location, when RWY 14 is in use, is located on the South Ramp, S Row, Spot 2.

7.2.2.2. Primary non-armament in-flight emergency aircraft recovery location, when RWY 32 is in use, is located on the NEOR (arm and de-arm area), Spot 22.

7.3. Tower:

7.3.1. Ensures priority handling of the in-flight emergency aircraft.

7.3.2. Minimize disruptions of normal operations consistent with efficient handling of emergency aircraft.

7.3.3. Make a blanket broadcast on UHF 263.15 and 243.0 advising airborne aircraft of the emergency in progress, ETA and essential information (i.e., barrier engagement and runway closure.).

7.3.4. If requested by the pilot, the in-flight emergency aircraft is recovered on the following discrete frequency: UHF 257.875.

7.3.5. Notify AMOPS if it appears an object has dropped from the emergency aircraft on the RWY. If it appears there is a dropped object on the RWY or the de-arm crew reports hung ordnance missing, the runway is closed to all aircraft, except emergencies, until it is confirmed free of FOD by AMOPS.

7.3.6. When notified an aircraft is inbound with hung or unexpended ordnance, coordinate traffic to allow hung or unexpended ordnance aircraft to perform a straight-in, full stop landing to minimize any possibility of a go-around.

7.3.7. Notify the Senior Fire Officer (Chief 2) or IC when an IFE aircraft is next to land.

7.4.1. Runway operations. AMOPS closes or suspends runway operations, if necessary, and inspects for FOD or damage following the arrival of an emergency aircraft unless the emergency was for smoke in the cockpit, physiological reasons, emergency fuel, instrument problem, compressor stall, electrical problem, fuel problem, oxygen, environmental system problem, communication or navigation problem, or EPU activation. Only AMOPS can reopen the runway or resume runway operations. The SOF may waive the FOD check for aircraft under their responsibility. However, if AMOPS determines a FOD check is necessary, it must be accomplished prior to arrivals or departures of aircraft outside of the SOF's responsibility. **NOTE:** The Tower Watch Supervisor has final authority to ensure efficient flow of air traffic.

7.4.2. Vehicular traffic and response personnel. In the interest of safety, it is critical only the minimum necessary emergency vehicles and personnel respond to emergency or mishap event. The following response procedures for IFEs or minor mishaps are guidelines for the IC to use as needed when the Emergency Operations Center (EOC) is not recalled. Should the EOC be recalled, response shall be executed IAW Hill AFB Plan 8, *Installation Control Center Operations and Notification*. Response procedures are as follows:

7.4.2.1. The Primary Emergency Response Group includes the Chief 2 and Fire Crash/Rescue. Chief 2 assumes responsibility and accountability for these vehicles and personnel.

7.4.2.2. During emergency or mishap response, an entry control point (ECP) is marked and secured by Battalion 1, 'Red Pickup" with overhead lights. Vehicles and

responders not included in the Primary Emergency Response Group assemble at the ECP to gain access through the ECP with Chief 2 approval. **NOTE:** When responding to an emergency or mishap on the runway, any vehicles not included in the Primary Emergency Response Group, after being granted access through the ECP, must also be granted approval on the runway by Tower.

7.4.2.3. When the aircraft must be shut down on the runway, Airfield 3 or the IC contacts the TA shift supervisor to request the aircraft be removed from the runway as soon as possible.

7.5. Barrier Engagement:

7.5.1. Barrier maintenance crews are pre-positioned at the respective barriers.

7.5.2. If an emergency aircraft requires an approach end cable engagement, the pilot advises the controlling agency. Tower relays this information via the PCAS. There are two cables available for a RWY 14/32 approach end engagement (prior notice required). See **Attachment 2** for barrier locations and types. Aircrew obtains the current ATIS for barrier status. ATIS indicates if a barrier is unusable or in a configuration other than standard operational status for the runway in use. **NOTE:** The cable reset interval takes approximately 10–15 minutes per cable.

7.5.3. If an emergency aircraft requires towing or removal from the barrier, TA ensures only those vehicles absolutely necessary to respond to the aircraft are used. Normally only one tow vehicle and one "follow-me" vehicle responds. Tow vehicles without radio contact with the Tower are escorted by TA to the parking area.

7.5.4. Extraction of aircraft from runway barriers is normally accomplished after aircraft shutdown. When cleared by the IC, TA tows the aircraft from engaged barrier to the appropriate parking area.

7.5.5. If an F-16 EPU is activated, hydrazine is released into the air, creating hazards to personnel. If the unit is activated the pilot notifies the Tower using the term "EPU activated." The term "hydrazine" is not used unless there has been an actual spill or damage. In either case the aircraft proceeds immediately to Taxiway Bravo or Golf, but do not approach aircraft until the hydrazine response team has inspected the aircraft for possible leaks. Other personnel shall remain at least 200' upwind and 300' downwind from the aircraft.

7.6. Departure and arrival emergencies.

7.6.1. Aircraft aborting takeoff prior to brake release are taxied to the N/SEOR, de-arm if necessary and then contact Tower for clearance to taxi against traffic. Aircraft aborting takeoff after brake release may be taxied to one of the hot brake areas for inspection. Pilots unable to taxi their aircraft for hot brakes or other reason should follow checklist procedures and notify Tower of their intentions.

7.6.2. If the emergency is an unsafe landing gear indication and fuel permits, Tower will assist the pilot in obtaining any desired technical assistance. If the aircraft can remain airborne, technical assistance may be obtained from the SOF, squadron operations desk, home base or HCP teleconference (Conference Hotel).

7.7. Visual Meteorological Conditions (VMC) emergency holding. Emergency aircraft should proceed to the VMC emergency holding fix over Fremont Island (HIF 263 radial at 19 DME). The aircraft will then hold at 9,500' MSL or as assigned by ATC and remain outside of the Class B airspace. Emergency aircraft will use this point to burn down fuel, reduce aircraft gross weight or coordinate with the SOF, unless emergency or fuel status requires immediate landing. The emergency holding patterns is adjusted to maintain VFR conditions.

7.8. NORDO and emergency procedures.

7.8.1. If possible, the aircraft shall remain in VMC or descend below FL 180 to VMC within restricted airspace, squawk the appropriate code and proceed to destination under VMC conditions.

7.8.2. If unable to maintain VFR, proceed as outlined below.

7.8.2.1. When RWY 14 is active:

7.8.2.1.1. Radio failure within the UTTR or associated airspace. The aircraft must proceed from the assigned working area via the shortest route practical to cross WIDOE at 11,000' MSL and proceed via the Causeway 4 Recovery for a TACAN or ILS approach.

7.8.2.1.2. Radio failure on departure. Maintain departure routing, then as follows: DV04; proceed to Eagle Range. FN418; once established in the Lucin Bravo airspace, climb to MSA and proceed direct to Eagle Range. DV06; proceed to POISN. FN420; once established in Sevier B, climb to MSA and proceed to POISN. Once established at the directed point (Eagle Range in the NUTTR, or POISN in the SUTTR) hold within 10 NM of point at MSA. Once desired fuel states are met and when ready to RTB, go direct to WIDOE and return to Hill AFB via the Causeway 4 Recovery for a TACAN or ILS approach.

7.8.2.1.3. Radio failure on a missed approach. If radio contact is not established by HIF 12 DME, climb to 7,500' MSL, intercept the HIF 18 DME arc to execute the ILS or TACAN approach.

7.8.2.1.4. When on a radar vector to an approach. Maintain last assigned heading and altitude, intercept the HIF 18 DME arc or final approach course if heading east and execute the TACAN or ILS approach.

7.8.3. When RWY 32 is active:

7.8.3.1. Radio failure inside the UTTR or associated airspace.

7.8.3.1.1. North range. Depart the range at 16,000' MSL on the HIF 250 radial to the 30 DME arc then proceed on the Stansbury Recovery to the HI-TACAN RWY 32 approach.

7.8.3.1.2. South range. Proceed to Moser at 15,000' MSL and fly the Moser Recovery to the HI-TACAN RWY 32 approach.

7.8.3.2. Radio failure on departure. Maintain departure routing, then as follows: DV04; proceed to Eagle Range. FN418; once established in the Lucin Bravo airspace, climb to MSA and proceed direct to Eagle Range. DV06; proceed to

POISN. FN420; once established in Sevier B climb to MSA and proceed to POISN. Once established at the directed point (Eagle Range in the NUTTR, or POISN in the SUTTR) hold within 10 NM of point at MSA. Once desired fuel states are met and when ready to RTB, proceed inbound on the HIF 250 radial to the 30 DME arc via the Stansbury/Moser Recovery as outlined in the HI-TACAN RWY 32 approach.

7.8.3.2.1. Radio failure on missed approach. Proceed via the published missed approach, climb to 14,000' MSL in the holding pattern, upon reaching 14,000' MSL, arc southeast on the 30 DME arc to PEERC then proceed inbound on the HI-TACAN RWY 32 approach.

7.8.3.2.2. When in the Hill AFB VFR traffic patterns, if VMC conditions can be maintained, continue squawking IAW the Flight Information Handbook and proceed to MUDFLAT at 7,500' MSL. Proceed with the MUDFLAT transition as defined in the Causeway Recovery to the last known active runway for the overhead pattern. Begin rocking wings over the numbers until breaking midfield. Look for and comply with light gun signals from the Tower after the break.

7.8.4. Unexpended live, hung, misfired or hung fired ordnance procedures.

7.8.4.1. Policy:

7.8.4.1.1. See paragraph 6.5.5.

7.9. Procedures:

7.9.1. Pilots of aircraft with suspected hung external live ordnance attempt to jettison the ordnance over a designated drop area or on the range.

7.9.1.1. After the release system has been activated or drops have been attempted or made, pilots should avoid flying over populated areas to the maximum extent possible and RTB to Hill AFB with ordnance.

7.9.1.2. Advise Clover Control as soon as possible after determining the aircraft with hung ordnance is RTB to Hill AFB. **NOTE:** The SOF may declare an emergency based on technical guidance.

7.10. Recoveries:

7.10.1. In the UTTR, aircraft proceed to WIDOE while avoiding populated areas and test facilities in the UTTR.

7.10.2. Aircraft will make a hung ordnance recovery using the MUDFLAT straight-in arrival if VMC or recover via the Causeway TACAN or ILS in Instrument Meteorological Conditions (IMC).

7.10.3. In VMC, aircraft with hung ordnance and NORDO fly the hung ordnance (MUDFLAT straight-in) pattern, avoiding populated areas to the maximum extent possible. If IMC and NORDO, aircraft will fly a Causeway Recovery to a TACAN or ILS approach and landing.

7.10.4. The following procedures shall be implemented for recovering malfunctioning AGM-65 Maverick or AGM-88 missiles to Hill AFB:

7.10.4.1. Hold on range for 15 minutes to ensure expiration of battery power. **NOTE:** Not applicable for AGM-65 and AGM-88 missiles with functioning telemetry where the status of the battery can be determined.

7.10.4.2. Declare an emergency with Clover Control.

7.10.4.3. If in IMC, aircraft should RTB to Hill AFB via Causeway ILS or TACAN (RWY 14) or Stansbury/Moser recovery (RWY 32).

7.10.4.4. If in VMC, aircraft recover via the MUDFLAT straight-in procedure.

7.10.4.5. De-arming procedures are IAW **paragraph. 6.5.3**.

7.11. Hot Brakes. In the event an aircraft has suspected or actual hot brakes, Tower activates the PCAS. The aircraft involved taxis to the designated hot brake area. If the brakes are inspected and found safe, the aircraft will taxi to parking.

7.11.1. Hot Brake areas are as follows; NEOR, SEOR and the portions of Taxiways Charlie, Delta, Echo, Foxtrot and Golf between the runway and Taxiway Alpha. **NOTE:** The first FCF of a depot aircraft by the 514 FLTS may result in visible smoke from the wheels due to residual fluids on the brakes. Therefore, a call of "New Brakes" by the 514 FLTS F-16, F-22, C-130 or A-10 aircraft crew to the Tower is made. Smokes observed from these brakes do not require action for suspected hot brakes, unless requested by the flight crew.

7.11.2. Hot Brakes in Parking Ramp. If determined an aircraft has hot brakes once in an aircraft parking area or hot pad, the aircraft is taxied to an area clear of other aircraft to minimize possible damage from a blown tire. If the affected aircraft cannot be taxied, other aircraft in the area are taxied, if possible, away from the emergency aircraft.

7.12. External store jettison and fuel dumping procedures are IAW procedures outlined by 388th Range Squadron (388 RANS) at DSN 777-5072.

7.13. Bail-out areas. Contact SLC TRACON on UHF 319.25/VHF 121.1 (Departure), UHF 257.2/VHF 120.9 (VFR South), UHF 377.15/vhf 119.95 (Center East of Weber Canyon) or Clover Control on UHF 363.5/VHF 134.1 (South) or UHF 285.65/VHF 118.45 (North) for assistance.

7.13.1. Controlled bail-out. Proceed to the Hill AFB TACAN (Channel 49) 242 radial/53 NM fix at or below 15,000' MSL to eject on a westerly heading.

7.13.2. Emergency bail-out. If ejecting in Sector D, Kittycat Target Complex, HAG Complex or test targets, pilot should remain in landing location to wait for assistance or pickup.

7.14. Tower fly-bys. A pilot encountering in-flight aircraft conditions which are not readily discernible by the crew may be authorized by Tower to fly over the runway at lower than traffic pattern altitude if an external check of the aircraft is requested and/or necessary.

7.15. Emergency Locator Transmitter (ELT) or Crash Position Indicator (CPI) signals.

7.15.1. Notification. When Tower receives or is notified of an unscheduled ELT or CPI signal for more than three sweeps, Tower will immediately notify AMOPS. Tower also

notifies AMOPS when the signal ends. The PCAS does not activate unless advised by AMOPS. AMOPS in turn, notifies Salt Lake City Center.

7.16. Evacuation of ATC facilities. In the event the Tower evacuates, personnel relocates to the Alternate Tower above Hangar 1, Tower Simulator System building, Tower 3rd floor office, or AMOPS, at the discretion of the Tower Watch Supervisor or other competent authority. Evacuation location shall be based on the circumstances at hand and the ability for personnel to safely reach the evacuation location.

7.17.1. Tower wind speed. Hill AFB Tower cab shall be evacuated anytime the sustained wind or wind gusts exceed 83 knots.

7.17.2. Personnel safety. The Tower cab shall be evacuated any time the Tower Watch Supervisor deems the safety of personnel is in jeopardy.

7.18. Alternate Tower transition procedures.

7.18.1. Local control shall transmit on all frequencies, except guard: *"Attention all aircraft, Hill Tower is being evacuated and the airfield is uncontrolled. Maintain VFR and contact approach control on 319.25 or 121.1."*

7.18.2. GC shall transmit on all frequencies and FM Nets: *"Attention all aircraft and vehicles: Hill Tower is being evacuated and the airfield is uncontrolled. Remain off the runway until further advised."*

7.18.3. Flight Data shall broadcast via the crash phone on a time permitting basis: *"Hill Tower is evacuating due to (state the reason). All parties are notified when operations resume."*

7.18.4. Runway operations shall be suspended until the Alternate Tower is activated.

7.18.5. Airfield lighting panel control shall be transferred to AMOPS until Alternate Tower is activated.

7.18.6. If the digital voice recording system in the Primary Tower remains operational, all frequencies and FM Nets shall remain selected on the Electronic Touch Voice System in the Primary Tower to provide limited recording capabilities in the Alternate Tower.

7.18.7. The following radio frequencies and FM Nets are available in the Alternate Tower:

7.18.7.1. Tower: VHF 127.15 /UHF 263.15.

7.18.7.2. Ground: VHF 121.6 /UHF 275.8.

7.18.7.3. FM Nets: Tower Net and Crash Net.

7.18.8. NAVAID monitoring shall be accomplished via Remote Status Maintenance System software and pilot reports.

7.18.9. After completion of the Alternate Tower opening checklist the Tower Watch Supervisor shall determine when safe operations may resume.

7.18.10. Local Control shall transmit on all frequencies: *"Attention all aircraft: Hill Alternate Tower is now operational; runway (runway number) is in use."*

7.18.11. GC shall transmit on all frequencies and FM Nets: *"Attention all aircraft and vehicles: Hill Alternate Tower is now operational. State your position and intentions."*

7.18.12. Flight Data shall broadcast via the crash phone: *"Hill Alternate Tower is now operational and flight operations are resumed (state location)."*

7.18.13. Limitations/shortfalls.

7.18.13.1. Clearance delivery frequencies, VHF 124.1 /UHF 335.8 are not available. Clearance Delivery functions shall be accomplished on GC frequencies VHF121.6 /UHF 275.8.

7.18.13.2. Flight Data System not available. A controller shall be placed in AMOPS to relay flight plan information via landline. If a controller is not available AMOPS shall pass flight plan information via landline.

7.18.13.3. Usable frequency range is limited to PRC-113 capabilities. Aircraft should expect a reduction in usable range and clarity. Range is adequate for establishing two-way radio contact prior to entering Hill AFB Class D airspace.

7.18.13.4. Due to decreased equipment and operational capabilities, airborne aircraft operations shall be restricted to departures and ILS, TACAN, visual straight-in approaches to full-stop landings. Airborne aircraft operations in the Tower pattern shall not exceed four aircraft at any time.

7.18.14. Tower management, after assessing capabilities, coordinates with local flying units to determine if the Alternate Tower may support any increase in volume of aircraft operations.

7.19. Evacuation of AMOPS. If AMOPS is required to evacuate, AMOPS establishes operations in the Primary Tower Simulator Building. AMOPS services are limited during alternate facility operations.

7.20. Helicopter landings for Life Flight or Air Medical. If possible, prior to aircraft arrival the Inter-Mountain Dispatch Center coordinate with Tower and 75 SFS. The primary landing areas are the RWY and the North Ramp. If another landing location is selected, Airfield 3 or 75 SFS ensure the landing area is clear of vehicles, personnel and obvious hazards. 75 SFS ensures vehicular traffic is rerouted from the immediate area.

RONALD E. JOLLY, Sr., Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-202, Volume 3, *General Flight Rules,* 22 October 2010

AFI 13-204V1-3IC1, *Airfield Operations Procedures and Programs,* 1 September 2010

AFI 13-204V3 AFMC SUP_I, *Airfield Operations Procedures and Programs,* XX XXX 2013

AFI 10-1001, *Civil Aircraft Landing Permits,* 1 September 1995

AFI 10-1002, *Agreement for Civil Aircraft Use of Air Force Airfields,* 1 September 1995

AFI 32-2001, *Fire Emergency Services Program,* 9 September 2008

AFI 33-360, *Publications and Forms Management*

AFI 90-201, *The Air Force Inspection System,* AFMC SUP, 6 March 2014

AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management,* 7 August 2007

FAA JO 7110.65, *Air Traffic Control, 9* February 2012

Adopted Forms

AF Form 121, *Sonic Boom Log*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DoD International Flight Plan*

Abbreviations, Acronyms, and Office Symbols

AGL—Above Ground Level

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOF/CC—Airfield Operations Flight Commander

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automated Terminal Information System

BFD—Battery Firing Device

CPI—Crash Position Indicator

DEMO—F-16 Air Demonstration

DME—Distance Measuring Equipment

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAF—Final Approach Fix

FCF—Functional Check Flight

FLIP—Flight Information Publication

FOD—Foreign Object Debris

HAC—Hill Arrival Corridor

HCP—Hill Consolidated Command Post

HIRL—High Intensity Runway Lights

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

MAAF—Michael Army Airfield

MOC—Maintenance Operations Center

MSL—Mean Sea Level

NEOR—North End of the Runway

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

ODALS—Omni Directional Approach Lighting System

PCAS—Primary Crash Alarm System

PDM—Programmed Depot Maintenance

POFZ— Precision Obstacle Free Zone

POV—Privately Operated Vehicle

PPR—Prior Permission Required

RCR—Runway Condition Reading

RMA—Radio Monitoring Area

RTR—Radar Trail Recovery

REIL—Runway End Identifier Lights

RVR—Runway Visual Range

RSRS—Reduced Same Runway Separation

RTB—Return to Base

RWY—Runway

SCN—Secondary Crash Net

SEOR—South End of the Runway

SFO—Simulated Flameout

SLC—Salt Lake City

SOF—Supervisor of Flying

TA—Transient Alert

TACAN—Tactical Air Navigation System

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

TRACON—Salt Lake Approach Control

UEI—Unit Effectiveness Inspection.

USFS—United States Forest Service

UTTR—Utah Test and Training Range

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

WSEP—Weapons Systems Evaluation Program

Terms

Aircraft Capacity—The maximum capacity of explosives authorized for a particular type of aircraft as determined by an aircraft T.O.

Aircraft Explosive Cargo Parking—Any area commonly called a Hot Cargo Pad and specifically designated for parking aircraft loaded with transportation configured explosives or those being loaded, unloaded, or awaiting loading. See **Attachment 8** for explosive cargo aircraft parking areas and explosive limitations for these areas.

Assigned Unit—Hill AFB assigned units.

Combat Aircraft Parking Area—Area specifically designated for parking aircraft loaded with combat configured explosives or those being loaded, unloaded, or awaiting loading.

Combat Configured Aircraft—Any aircraft, (e.g., fighter, bomber, gunship, or forward air controller) loaded with ordnance in or on a launcher, rack, gun, or other means of releasing or firing the ordnance.

Controlled Movement Area—At Hill AFB, the controlled movement area is defined as the runway, ILS critical area (when active), and those portions of the airfield within 100 feet either

side of the runway edge. Specific approval for entry onto the controlled movement area must be obtained from ATC. The overrun and underrun are considered part of the Controlled Movement Area.

Deployed Unit—A unit temporarily deployed to Hill AFB for flying training/operations.

Forward Firing Ordnance—A munitions item that, if fired, would present a hazard to personnel, aircraft, equipment, or structures located in front of the combat aircraft.

Hung Gun—An operational gun that fails to fire or has a sudden stoppage of fire when the trigger switch is depressed.

Hung Ordnance—Any munitions item remaining on suspension gear, bomb rack, or dispenser after an attempted release.

Instrument Flight Rules (IFR)—Rules governing the procedures for conducting instrument flight. IFR rules are used when flight conditions are less than VFR (1.3.6). Additionally, it is used by pilots and controllers to indicate a type of flight plan.

Live Ordnance—Any ordnance with an assigned hazard class.

Misfire—Failure of an item of ammunition to fire after initiating action is taken.

Radio Monitoring AreaDefined as that area within 1000' of runway centerline, both side, and extending 1500' at each end from runway thresholds (within the airfield fence line). Vehicles entering this area must have a radio that is capable of two—way communication with the tower.

Transient Aircraft—Aircraft not affiliated with, deployed to, or stationed at Hill AFB.

Uncontrolled Movement Area—All taxiways west of taxiway Alpha (to include taxiway Alpha), aprons, ramps, parking areas, loading docks, and any other areas not under the control of air traffic are considered uncontrolled movement areas.

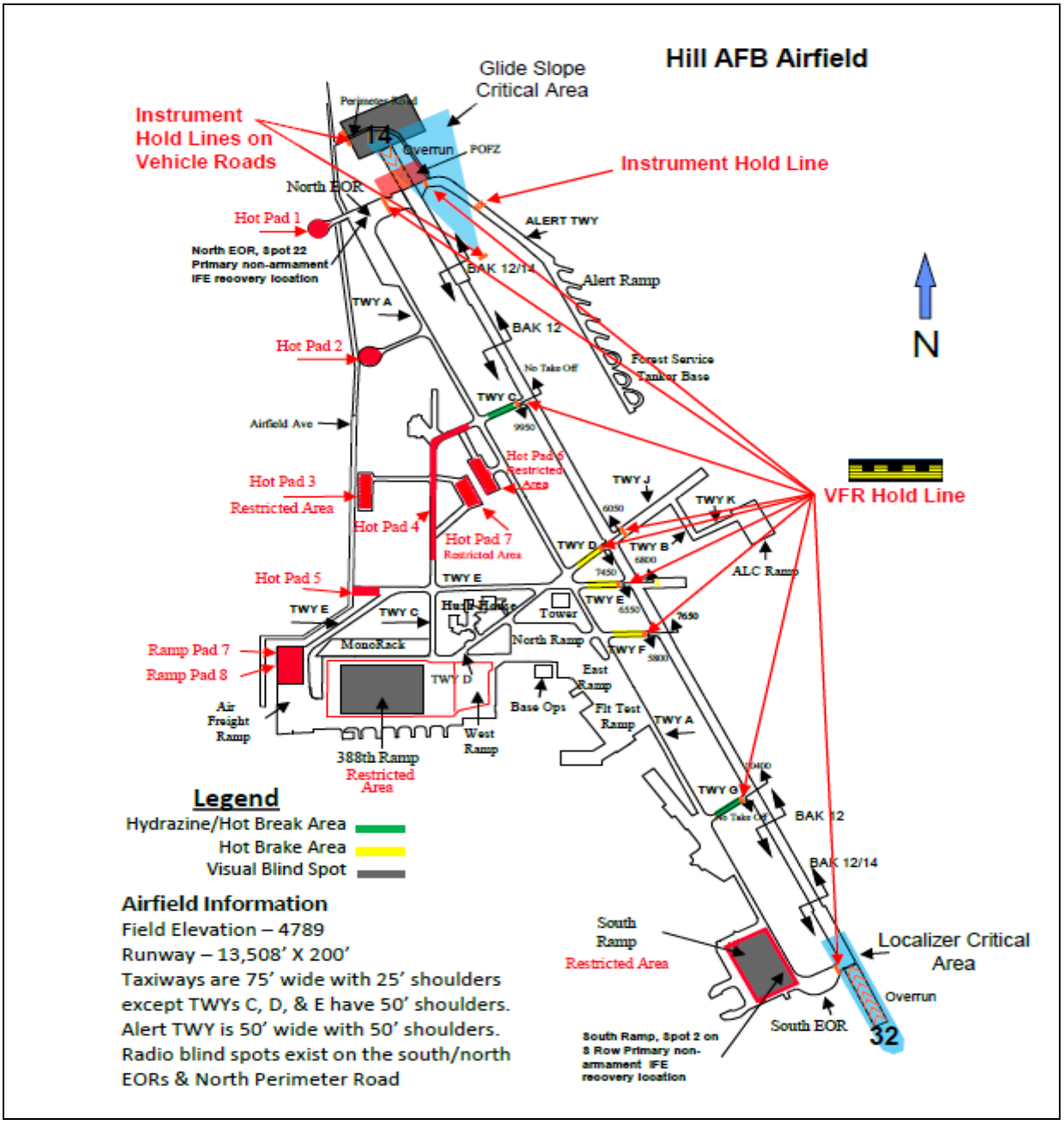
Unexpended Ordnance—Any munitions item remaining on suspension, gear, bomb rack, or dispenser for which no attempt to release has been made

Visual Flight Rules (VFR)—Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. Basic VFR minima for Class D Airspace are flight visibility of 3 statute miles, 500' below clouds, 1,000' above clouds, and 2,000' horizontal from clouds.

Attachment 2

AIRFIELD DIAGRAM

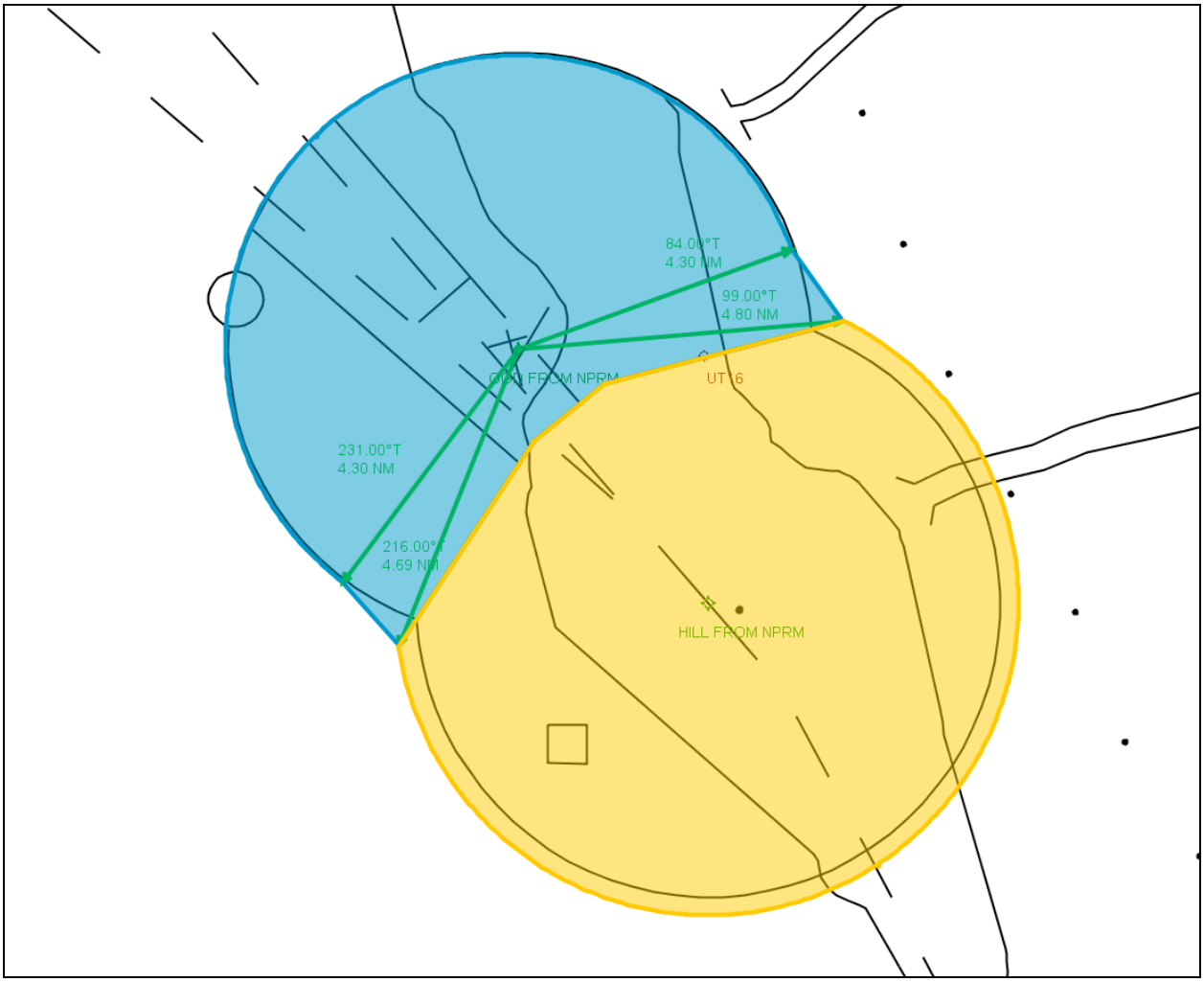
Figure A2.1. Airfield Diagram



Attachment 3

AIRSPACE CONFIGURATION

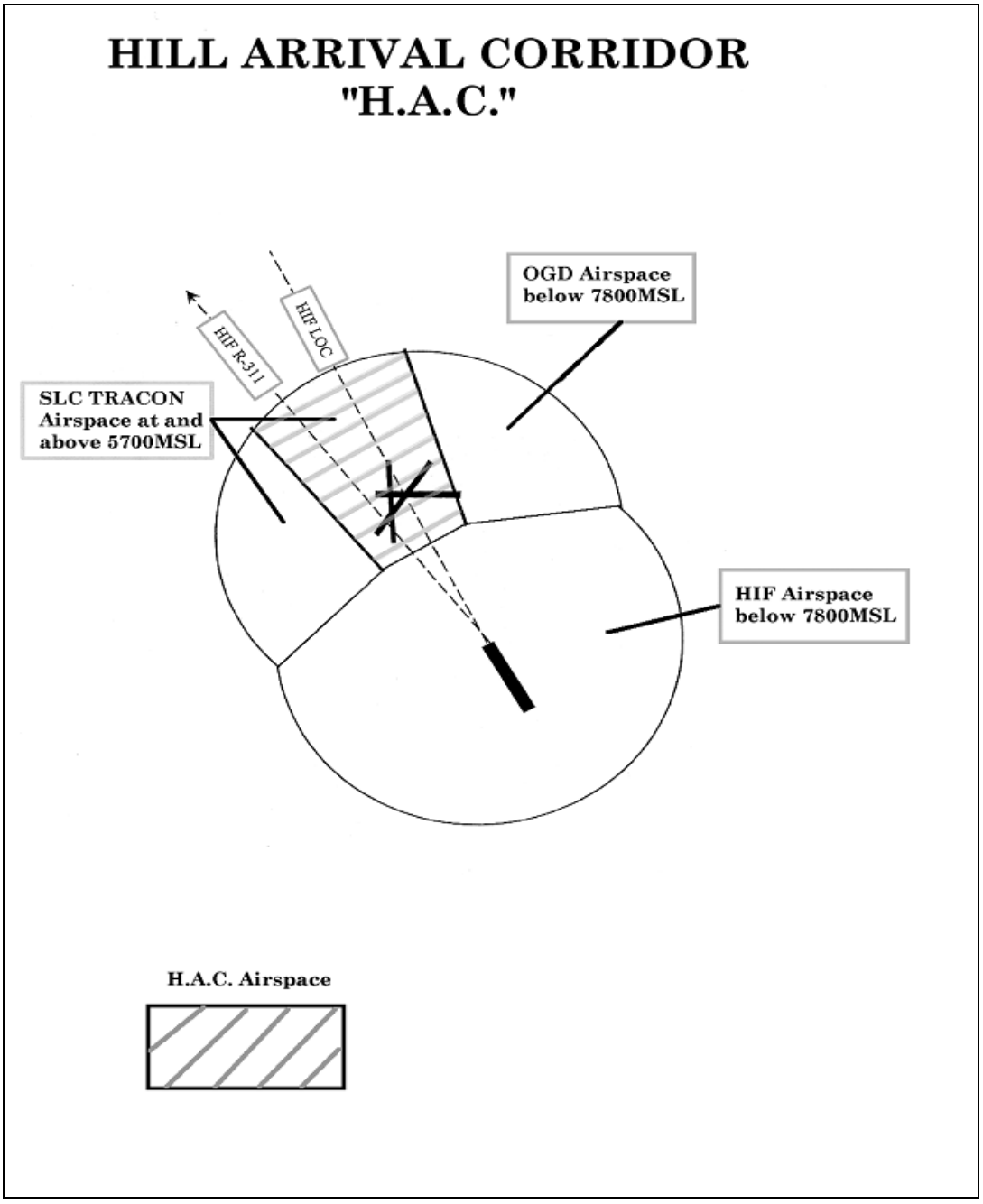
Figure A3.1. Airspace Configuration.Attachment 3. Airspace Configuration



Attachment 4

HILL ARRIVAL CORRIDOR (H.A.C.)

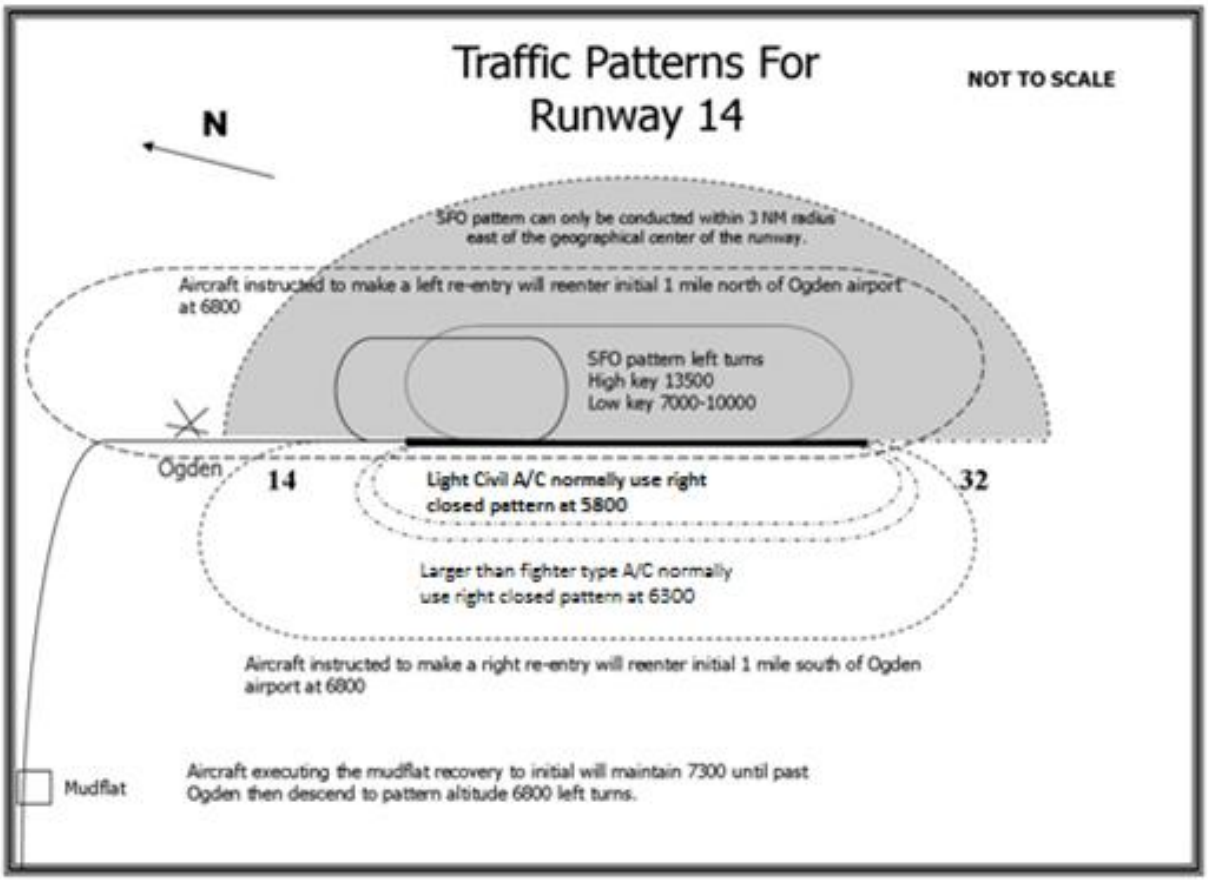
Figure A4.1. Hill Arrival Corridor (H.A.C.)



Attachment 5

TRAFFIC PATTERNS FOR RWY 14

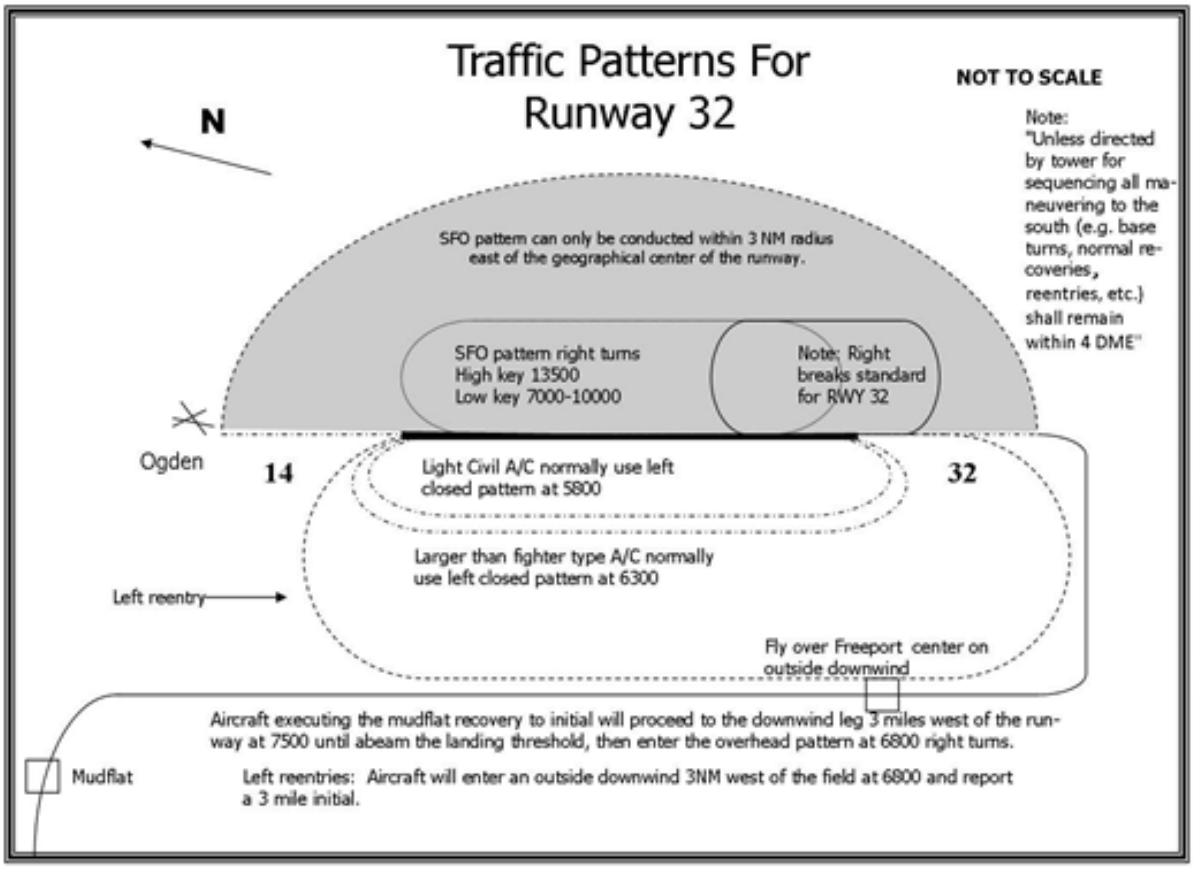
Figure A5.1. Traffic Patterns for RWY 14



Attachment 6

TRAFFIC PATTERNS FOR RWY 32

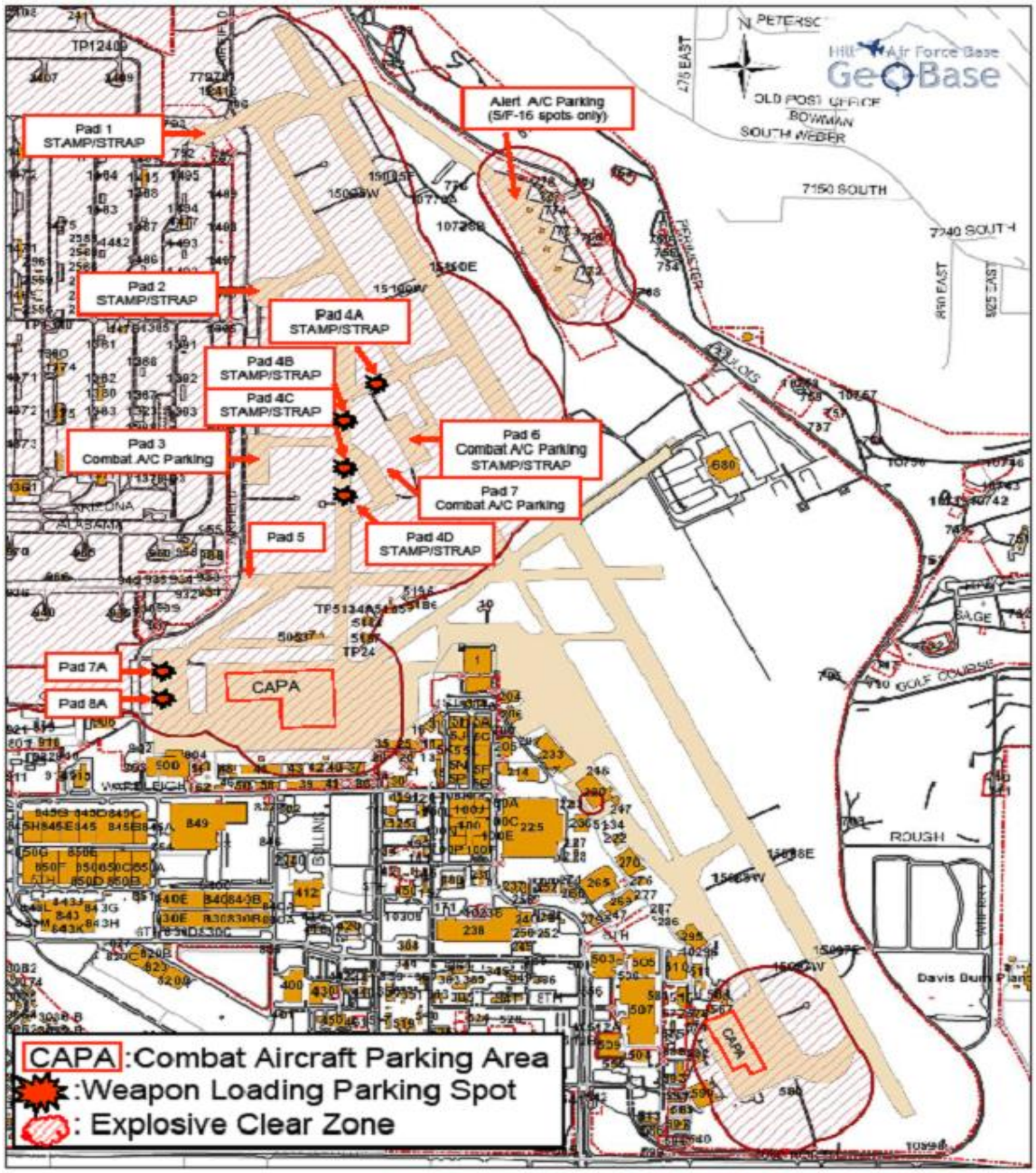
Figure A6.1. Traffic Patterns for RWY 32



Attachment 7

COMBAT AIRCRAFT PARKING AREA

Figure A7.1. Combat Aircraft Parking Area



Attachment 8

EXPLOSIVE OPERATIONS AUTHORIZATIONS

Table A8.1. Explosive Operations Authorizations

Hot Pad Number	Use	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
ZULU ALERT	AIM Series Missiles	48.6 Per A/C	0	0	0	0	0
	Non-Explosives A/C Allowed						
Pad 1	Explosives Cargo A/C	50,000	50,000	50,000	50,000	200,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						
Pad 2	Explosives Cargo A/C	100,000	50,000	50,000	50,000	250,000	Capacity
	Combat A/C	4,450	780	50,000	50,000	50,000	Capacity
	Non-Explosives A/C, Not Allowed						
Pad 3	Combat A/C	20,000	14,990	20,000	20,000	20,000	Capacity
	Non-Explosives A/C, Not Allowed						
Pad 4A	Explosives Cargo A/C	30,000	50,000	50,000	50,000	100,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						
Pad 4B	Explosives Cargo A/C	30,000	50,000	50,000	50,000	100,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						
Pad 4C	Explosives Cargo A/C	30,000	50,000	50,000	50,000	100,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						
Pad 4D	Explosives Cargo A/C	30,000	28,118	50,000	50,000	100,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						

Pad 5	Explosives Cargo A/C	6,882	1,394	50,000	50,000	485,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						
Pad 6	Combat A/C	20,000	20,000	20,000	20,000	20,000	Capacity
	Explosives Cargo A/C	50,000	50,000	50,000	50,000	125,000	Capacity
	Non-Explosives A/C, Not Allowed						
Pad 7	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000
	Non-Explosives A/C, Not Allowed						
Pad 7A	Explosives Cargo A/C	0	0	50,000	50,000	50,000	Capacity
	Non-Explosives A/C Allowed						
Pad 8A	Explosives Cargo A/C	0	0	50,000	50,000	50,000	Capacity
	Non-Explosives A/C Allowed						
Pad 12	Explosives Cargo A/C	0	0	0	0	11,015	Capacity
	Non-Explosives A/C Allowed						
Airfreight Ramp	Non-Explosives A/C Allowed						
388 FW Ramp	Daily Training **(note one)**	0	0	0	0	0	0
	ALERT AIM Series Missiles **(note two)**	48.6 Per A/C	0	0	0	0	0
	Non-Explosives A/C Allowed						
75 CAPA **(note one)**	Non-Explosives A/C Allowed						

South Ramp **(note one)**	Non-Explosives A/C Allowed
Transient Ramp **(note one)**	Non-Explosives A/C Allowed

HD: Hazard Division

NOTE: 1. The following munitions can be uploaded and downloaded at the designated aircraft parking area provided that the quantity of munitions being loaded or unloaded is limited to a single aircraft load. Munitions delivery trailers (i.e., UALS, BDU, flare & chaff mods, captive carry missiles) are considered in the transportation mode (QD-exempt) provided the trailers do not remain at the designated aircraft parking area longer than the loading or unloading operation being conducted. HD 1.2.2 internal gun ammunition, 30 mm or less. HD 1.3 installed aircraft defensive flares. Externally loaded munitions such as LUU-1/2 flares and 2.75" training rockets require QD. HD 1.4 munitions (i.e., chaff squibs, captive-carry training missiles, BDU-33s). Installed Explosives necessary for safe flight operations are not required to be located in a sited area. Any designated aircraft parking spot is authorized.
Note 2. Spots 10 through 12 (spot 12 being the northern most spot) of Bravo row through Golf row.